

LOUDOUN COUNTY CHOICES AND CHANGES GENERAL PLAN AMENDMENTS		
CASE #	PROJECT NAME	DATE ADOPTED
CPAM 1988-0008, CPAM 1989-0013	Eden Tract, Loudoun Village	December 17, 1991 December 17, 1991
CPAM 1992-0008	Aircraft Noise Contour Policies Revisions	January 6, 1993
CPAM 1992-0010	Greenways and Trails Policies	September 21, 1994
CPAM 1992-0012	Potomac Farms Subdivision	July 13, 1992
CPAM 1993-0001	Route 28 Taxing District	March 2, 1994
CPAM 1993-0002	Water Transmission Main - Landfill Service Area	April 20, 1994
CPAM 1994-0002	Lansdowne/Adult Retirement Housing, Institutional Uses	November 16, 1994
CPAM 1994-0004	Rural Village: Amendment to the Rural Community Design Guidelines	December 21, 1994
CPAM 1994-0008	Middle Goose Creek Timeline	March 15, 1995
CPAM 1994-0010	Special Activities	March 15, 1995
CPAM 1994-0006	Old Sterling Center	April 19, 1995
CPAM 1994-0007	Route 7/Augusta Drive	August 2, 1995
CPAM 1995-0001	Route 7/Cascades Parkway Interchange	June 21, 1995
CPAM 1995-0002	Capital Facility Proffer Policy	October 4, 1995
CPAM 1996-0003	Strategic Land Use Plan for Telecommunication Facilities	November 6, 1996
CPAM 1996-0001	Countywide Retail Policy Plan	February 19, 1997
CPAM 1997-0002	Capital Facilities Contribution	October 15, 1997
CPAM 1997-0001	North Goose Creek	March 18, 1998

c:\msoffice\winword\compplan\cpams\gp-amd.cht

CPAM 1988-0008 AND CPAM 1989-0013
Eden Tract and Loudoun Village

Adopted December 17, 1991

General Plan, page 104, Suburban Communities Policies

Policy #1 (amendment highlighted):

1. Urban Communities function as medium and high density residential developments primarily developed as a component of other types of residential and business communities. Urban Communities may include residential densities between 4.0 and 24.0 dwellings per net acre based upon the availability of utilities, roads and public facilities, participation in open space preservation efforts, and conformance to the community design and growth management policies of this Plan. Residential densities on infill sites designated as Urban Community on the Specified Land Use Map will be determined based on the size of the infill parcel, the residential densities established on adjacent parcels, the ability of the infill parcel to provide a gradual density transition in site design with buffering from the existing development pattern, and will conform to the community design and infill policies of this Plan.

as adopted 12/17/91 by the Loudoun County Board of Supervisors.

General Plan, page 102, Suburban Communities Policies

Policy #2 (amendment highlighted):

2. Suburban Neighborhoods are intended to provide a compatible development for infill areas when the infill site is completely surrounded by a suburban development pattern; in other areas of Dulles North and Eastern Loudoun where a suburban development pattern is the predominant development pattern or when it is adjacent to existing business uses that could serve the suburban neighborhood.

as adopted 12/17/91 by the Loudoun Board of Supervisors.

General Plan, page 120, Secondary Road Policies

Policy #2 (amendment highlighted):

2. The Algonkian Parkway is a major collector road serving the area north of Route 7 in the ELAMP section of the County. Previously referred to as the "Route 28 Loop", the Algonkian Parkway is a four lane median divided facility. Construction is nearly complete except for a short section of the road at its planned western connection to Route 7. Included in the plans is a grade-separated interchange at this location. Completion of the Parkway and the interchange has a high priority with the County. The balance of the funding necessary for this project should be secured as early as possible. A phasing plan for the interchange to accommodate land uses located adjacent to it and to the north of the intersection which includes an interim at-grade intersection may be considered given the establishment of an improvement threshold which correlates phased land development with phased interchange construction conditioned upon County and VDOT acceptance.

as adopted 12/17/91 by the Loudoun County Board of Supervisors.

CPAM 1992-0008
Aircraft Noise
Contour Policies Revisions

Adopted January 6, 1993

I. **ADOPTED AMENDMENTS TO THE POLICIES CONTAINED WITHIN THE
CHOICES AND CHANGES GENERAL PLAN, CHAPTER TWO, ENVIRONMENTAL
NOISE AND AIR QUALITY, A. AIRPORT NOISE, PAGES 44-46:**

ENVIRONMENTAL NOISE AND AIR QUALITY

A. Aircraft Noise

To date, Loudoun County's efforts to protect existing and future residents from increased levels of environmental noise have focused primarily upon policies prohibiting residential development within the projected Ldn 65 or greater noise contour surrounding Washington Dulles International Airport. However, the expansion activities at Leesburg Municipal Airport and the associated increase in corporate jet usage at Leesburg Airport, have resulted in the need for a more far reaching and comprehensive noise policy. The County must meet this challenge in order to ensure a high quality environment for both existing and future residents, as well as to maintain the economic viability of important transportation and economic development resources.

To address these issues, the County must adopt reasonable policies and guidelines for aircraft noise abatement. Such policies must be codified into the County's zoning, subdivision, and/or facilities standards ordinances. Loudoun County will focus its aircraft noise abatement policies within the projected Ldn 60 and greater contours around the Washington Dulles International Airport, and will begin to focus upon the expanding operations at the Leesburg Municipal Airport (Fig. 17, p. 45). Such focus will be based upon assumptions related to fleet mix, generalized flight paths, which include overflights in areas outside of the 65 Ldn contour, and other relevant operating procedures at these two major airports.

Aircraft Noise Policies

1. The County will continue to support the economic viability of Washington Dulles International and Leesburg Municipal Airports by continued and complete prohibition of new residential and other noise sensitive land uses from the areas defined by the projected Ldn 65 and greater noise contours for both airports and by requiring non-noise sensitive land uses within these noise impact areas.

CPAM 1992-0008,
CHOICES AND CHANGES GENERAL PLAN/
AIRCRAFT NOISE CONTOUR POLICIES REVISIONS
ADOPTED BY THE LOUDOUN COUNTY BOARD OF SUPERVISORS
JANUARY 6, 1993

2. The County will work with the Metropolitan Washington Airports Authority and the Town of Leesburg to analyze long-term airport noise potential using the Integrated Noise Model in order to project aircraft noise contours based upon assumptions about aircraft fleet mix, generalized flight tracks, and other operating procedures around Washington Dulles International and Leesburg Municipal Airports for use in noise abatement policy formulation.
3. The County will continue to work with the Metropolitan Washington Airports Authority to refine airport operations and routes at Washington Dulles International Airport to minimize the effects of noise on noise-sensitive land uses such as single family dwelling units, schools, and churches.
4. For the environs of Washington Dulles International Airport, the County will base its *Aircraft Noise Compatibility* planning efforts upon the map entitled, Noise Exposure Map: Potential with Preferential Runway Use, Ldn 60 and 65, dated August, 1992, and prepared by KPMG Peat, Marwick for the Metropolitan Washington Airports Authority (MWAA). For the environs of Leesburg Municipal Airport, the County will base its *Aircraft Noise Compatibility* planning efforts upon the Environmental Assessment Report, Leesburg Municipal airport, Leesburg, Virginia, dated October, 1985, and prepared by Campbell, McQueen and Paris, Engineers for the Town of Leesburg.
5. An *Airport Noise and Overflight Impact Area (ANOIA)* is established as part of this Plan, that consists of three (3) policy areas: (i) areas outside of, but within one (1) mile of the Ldn 60; (ii) areas between the Ldn 60-65 aircraft noise contour; and (iii) areas the Ldn 65 noise contour.
6. For areas outside of, but within one (1) mile of the Ldn 60 contour:
 - a. Full Disclosure Statement:

For all **new** residential dwelling units to be constructed outside of, but within one (1) mile of the Ldn 60 contour:

CPAM 1992-0008,
CHOICES AND CHANGES GENERAL PLAN/
AIRCRAFT NOISE CONTOUR POLICIES REVISIONS
ADOPTED BY THE LOUDOUN COUNTY BOARD OF SUPERVISORS
JANUARY 6, 1993

The applicant shall disclose in writing to all prospective purchasers that they are located within an area that will be impacted by aircraft overflights and aircraft noise. Such notification will be accomplished by inclusion of this information in **all** sales contracts, brochures and promotional documents, including the *Illustrative Site Plan(s)* on display within any sales related office(s), as well as in Homeowner Association Documents, and by inclusion on **all** subdivision and site plans, and within **all** *Deeds of Conveyance*.

7. For areas between the Ldn 60-65 aircraft noise contours:

a. Full Disclosure Statement:

For all **new** residential dwelling units to be constructed between the Ldn 60-65 aircraft noise contours:

The applicant shall disclose in writing to all prospective purchasers that they are located within an area that will be impacted by aircraft overflights and aircraft noise. Such notification will be accomplished by inclusion of this information in **all** sales contracts, brochures and promotional documents, including the *Illustrative Site Plan(s)* on display within any sales related office(s), as well as in Homeowner Association Documents, and by inclusion on **all** subdivision and site plans, and within **all** *Deeds of Conveyance*.

b. Acoustical Treatment:

For all **new** residential units located between the Ldn 60-65 aircraft noise contours:

The applicant shall incorporate acoustical treatment into all dwelling units to insure that interior noise levels within living spaces (not including garages, sunrooms, or porches) do not exceed a sound level of 45 db(A).

c. Avigation Easements:

For all **new** residential dwelling units to be constructed between the Ldn 60-65 aircraft noise contours:

CPAM 1992-0008,
CHOICES AND CHANGES GENERAL PLAN/
AIRCRAFT NOISE CONTOUR POLICIES REVISIONS
ADOPTED BY THE LOUDOUN COUNTY BOARD OF SUPERVISORS
JANUARY 6, 1993

Prior to or in conjunction with the approval of a rezoning application, 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.

8. For areas exposed to aircraft noise of greater than Ldn 65:

No change in the County's current policies of prohibiting the construction of new residential or other types of noise sensitive uses within those areas of Ldn 65 or greater.

9. The County will develop an Aircraft Noise Impact Overlay District and include such district as part of the Loudoun County Zoning Ordinance. Such district will regulate land uses and provide acoustical architectural performance standards for construction which occurs within this area.
10. The County will produce a resident's guide outlining the fundamentals of aircraft noise and the noise impacts that may be expected in generalized areas.

II. **ADOPTED AMENDMENTS TO THE POLICIES CONTAINED WITHIN THE
CHOICES AND CHANGES GENERAL PLAN, CHAPTER FOUR, RESIDENTIAL
COMMUNITIES, A GENERAL POLICIES, PAGES 100-101:**

RESIDENTIAL COMMUNITIES

Residential Communities are planned to provide for development of various scales and densities ranging from the highest densities in the Urban Centers to densities more appropriate to suburban residential development. A greater mix of residential and non- residential uses will encourage an affordable lifestyle, less reliance on commuter travel and promote a sense of community that is so important to the quality of life in Loudoun County. Residential communities will consist of any combination of compact neighborhoods classified as either Suburban Neighborhood, or Traditional Neighborhood and Urban Neighborhood depending on density, design and locational characteristics. They may also include a commercial and civic component in the form of a neighborhood or town center; and an employment component either in the town center or as a separate neighborhood (also see Community Design Guidelines, Chapter Eight, page 197). Urban Communities proposing densities in excess of 4.0 dwelling units per net acre will be encouraged in areas specifically identified in the Plan.

A. General Policies

1. The General Plan indicates the preferred location for Residential Communities on the Urban Development Pattern Maps.
2. The County may permit residential rezonings between 1.6 and 3.0 dwelling units per net acre in Suburban Communities; 1.6 to 4.0 dwellings per net acre in Traditional Communities; and 4.0 to 24.0 dwellings per net acre in Urban Communities in accordance with the policies of the General Plan specific to each type of Residential Community.
3. Residential development will continue to be located outside the adopted and projected Ldn 65+ (loudness day night index) noise zone for Washington Dulles International Airport and the Leesburg Municipal Airport.

CPAM 1992-0008,
CHOICES AND CHANGES GENERAL PLAN/
AIRCRAFT NOISE CONTOUR POLICIES REVISIONS
ADOPTED BY THE LOUDOUN COUNTY BOARD OF SUPERVISORS
JANUARY 6, 1993

4. For all **new** residential dwelling units to be constructed outside of, but within one (1) mile of the Ldn 60 contour:
 - a. The applicant shall disclose in writing to all prospective purchasers that they are located within an area that will be impacted by aircraft overflights and aircraft noise. Such notification will be accomplished by inclusion of this information in **all** sales contracts, brochures and promotional documents, including the *Illustrative Site Plan(s)* on display within any sales related office(s), as well as in Homeowner Association Documents, and by inclusion on **all** subdivision and site plans, and within **all Deeds of Conveyance**.
5. For areas between the Ldn 60-65 aircraft noise contours:
 - a. Full Disclosure Statement:

For all **new** residential dwelling units to be constructed between the Ldn 60-65 aircraft noise contours:

The applicant shall disclose in writing to all prospective purchasers that they are located within an area that will be impacted by aircraft overflights and aircraft noise. Such notification will be accomplished by inclusion of this information in **all** sales contracts, brochures and promotional documents, including the *Illustrative Site Plan(s)* on display within any sales related office(s), as well as in Homeowner Association Documents, and by inclusion on **all** subdivision and site plans, and within **all Deeds of Conveyance**.
 - b. Acoustical Treatment:

For all **new** residential units located between the Ldn 60-65 aircraft noise contours:

The applicant shall incorporate acoustical treatment into all dwelling units to insure that interior noise levels within living spaces (not including garages, sunrooms, or porches) do not exceed a sound level of 45 db(A).
 - c. Avigation Easements:

For all **new** residential dwelling units to be constructed between the Ldn 60-65 aircraft noise contours:

CPAM 1992-0008,
CHOICES AND CHANGES GENERAL PLAN/
AIRCRAFT NOISE CONTOUR POLICIES REVISIONS
ADOPTED BY THE LOUDOUN COUNTY BOARD OF SUPERVISORS
JANUARY 6, 1993

Prior to or in conjunction with the approval of a rezoning application, 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.

6. The County encourages the development of self sustaining residential communities offering a more traditional pattern of neighborhoods and community centers, a mix of housing types, a network of interconnected streets and sidewalks, and other features that embody the principles of the County's Vision for Urban Loudoun County.
7. Residential densities exceeding 24 units to the acre shall be permitted only upon Plan Amendment in the designated core of a Transit Related Urban Center in conjunction with completion of fixed rail mass transit.

III. **PROPOSED AMENDMENTS TO THE POLICIES CONTAINED WITHIN THE
CHOICES AND CHANGES GENERAL PLAN, CHAPTER FOUR, BUSINESS
COMMUNITIES, A. BUSINESS COMMUNITY POLICIES, PAGES 107-109:**

BUSINESS COMMUNITIES

Business Communities address the location and character of large scale retail trade, office and light industrial uses in the Urban Growth Areas of the County. The land use groups within a Business Community include: Urban Center, Regional Commercial, Regional Office, Transit Related Urban Center and Light/Flex Industrial. Generally, regional businesses are planned to be proximate to Dulles International Airport. The uses contained in these districts require good transportation access. In the initial five years of this Plan, these uses are primarily located along Route 7, Route 28, the Dulles Toll Road Extension, Route 606 and the proposed Routes 607/645 corridor (also see Community Design Guidelines, Chapter Eight, page 197).

A. Business Community Policies

1. Business Communities will be located in accordance with the Urban Development Pattern maps and the goals and policies of this Plan.
2. The County encourages the development of sufficient commercial retail and service space to meet the needs of the existing and projected population.
3. Existing commercial areas will be protected and reinforced by County policy and practice.
4. New commercial uses relying on local markets and small scale businesses (individual businesses of approximately 20,000 square feet of gross leasable floor area although grocery stores may be larger) will be encouraged to locate in town centers and in accordance with the policies of this Plan.
5. Retail commercial, office and light industrial uses requiring markets outside the immediate neighborhood and individual commercial uses with a gross leasable floor area significantly larger than 20,000 square feet should locate in compact nodes at intersections of major collector and arterial roads in areas designated Business Community on the Urban Development Pattern maps.

CPAM 1992-0008,
CHOICES AND CHANGES GENERAL PLAN/
AIRCRAFT NOISE CONTOUR POLICIES REVISIONS
ADOPTED BY THE LOUDOUN COUNTY BOARD OF SUPERVISORS
JANUARY 6, 1993

6. The County will encourage commercial uses to provide adequate landscaping, buffering and design features to mitigate the impact of traffic, signs, odor, noise, lighting and other emissions on nearby residential uses.
7. New commercial retail facilities should be designed to promote the identity of individual communities and reinforce existing commercial facilities within the planning area.
8. In evaluating business proposals, the Board of Supervisors will consider:
 - a. The market area and population threshold (which should be large enough for the various types of commercial facilities to financially support themselves and not depend upon that portion of the service population which is already served by existing services and facilities);
 - 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.
9. All new commercial development should be located in planned development zoning districts to ensure the design and compatibility of new development with adjacent land uses and allow flexibility in site design.
10. Strip commercial development will be discouraged by the County.
11. In addition to greenbelts and landscaped buffers, office and single family attached dwellings should be located between large, commercial areas and single family detached neighborhoods.
12. Environmental and public service considerations should dictate design of the commercial areas.

CPAM 1992-0008,
CHOICES AND CHANGES GENERAL PLAN/
AIRCRAFT NOISE CONTOUR POLICIES REVISIONS
ADOPTED BY THE LOUDOUN COUNTY BOARD OF SUPERVISORS
JANUARY 6, 1993

13. Commercial Neighborhoods 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 a commercial use that may create negative visual impacts on the surrounding community. Pedestrian and vehicular circulation systems in and around the commercial centers 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.
14. Access to commercial centers will provide safe and efficient movement of traffic into the centers, without impeding traffic movements along the adjacent roadways. Generally, entrances to and exit from the commercial centers will be made from the minor road serving the center to cause the least disruption to traffic on the major roadway.
15. Commercial services, ancillary to industrial and/or employment areas, such as stationery supply stores, printing shops, food establishments or repair shops, will be located within these developments and will be reached by means of the entrances and roads established for the employment park developments.
16. The regional-national market visibility offered by Dulles Airport should be exploited to the greatest extent possible.
17. The County's C-1 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 Route 50 and other important corridors in the County. Therefore, the County will seek to rezone C-1 properties to other appropriate zoning districts which comply with the land use policies of this plan.
18. Within the Route 28 Transportation Improvement District (*Tax District*), any Business Community use which proposes a mixed-use concept containing components of either, Suburban, Traditional, or Urban Residential Neighborhoods, in conjunction with proposed non-residential uses, must provide a financial proposal which produces a "no net loss" in tax revenues for the *Tax District*.

FIGURE 17: 65 Ldn CONTOURS - LEESBURG AIRPORT & DULLES INTERNATIONAL AIRPORT (POST 2000)

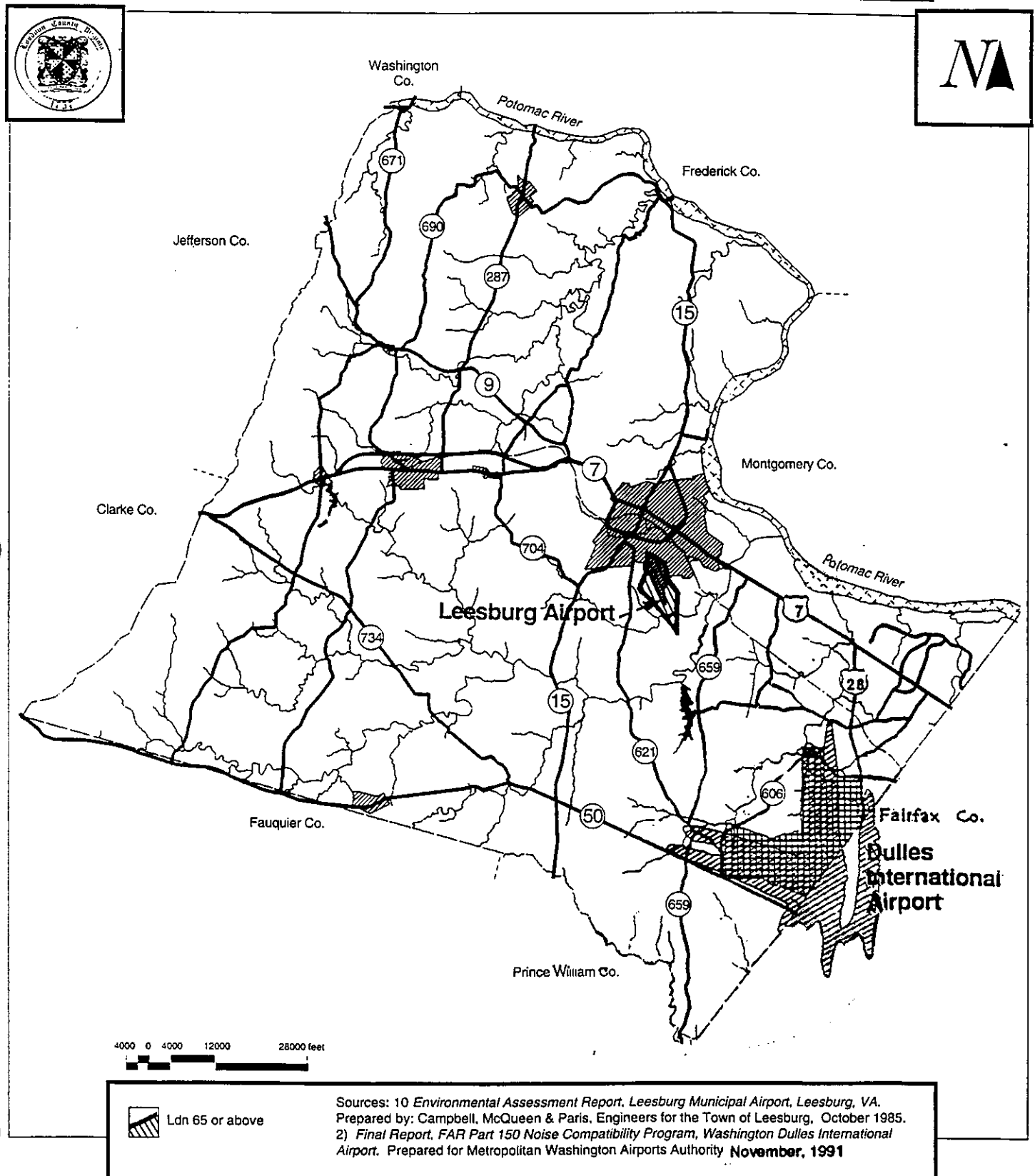
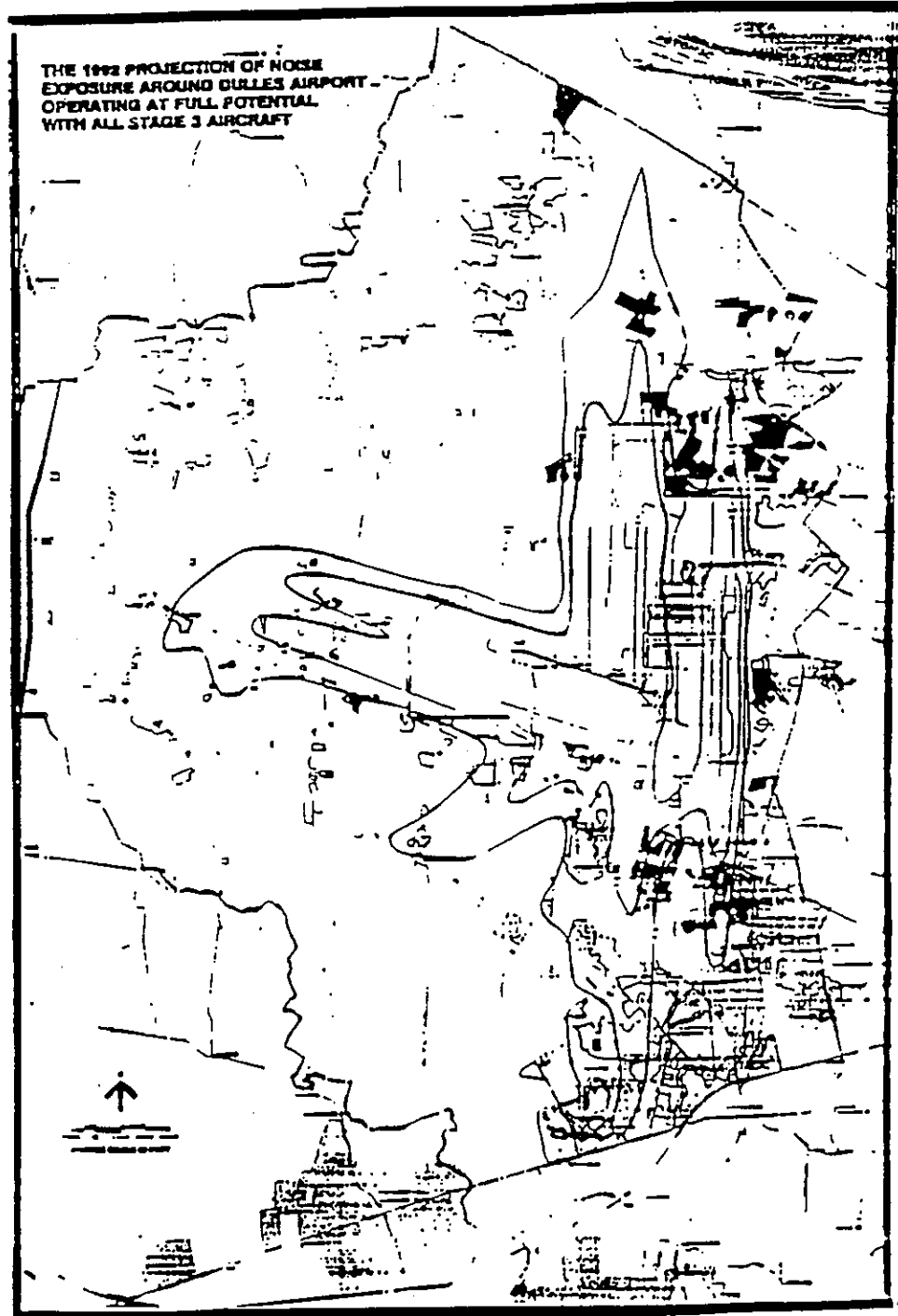


FIGURE 17A. NOISE EXPOSURE MAP: POTENTIAL WITH PREFERENTIAL RUNWAY USE - LDN 60 AND 65, WASHINGTON DULLES INTERNATIONAL AIRPORT

FOR ILLUSTRATIVE PURPOSES ONLY - PLEASE REFER TO LARGE SCALE MAP LOCATED IN THE OFFICES OF THE LOUDOUN COUNTY DEPARTMENT OF PLANNING, 750 MILLER DRIVE, S.E., SUITE 800, LEESBURG, VIRGINIA 22075 PRIOR TO FORMALIZING ANY AIRCRAFT NOISE COMPATIBILITY DETERMINATION.



Prepared for the Metropolitan Washington Airports Authority by KPMG Peat Marwick, January, 1992.

FIGURE 29: URBAN DEVELOPMENT PATTERN 1990-1993

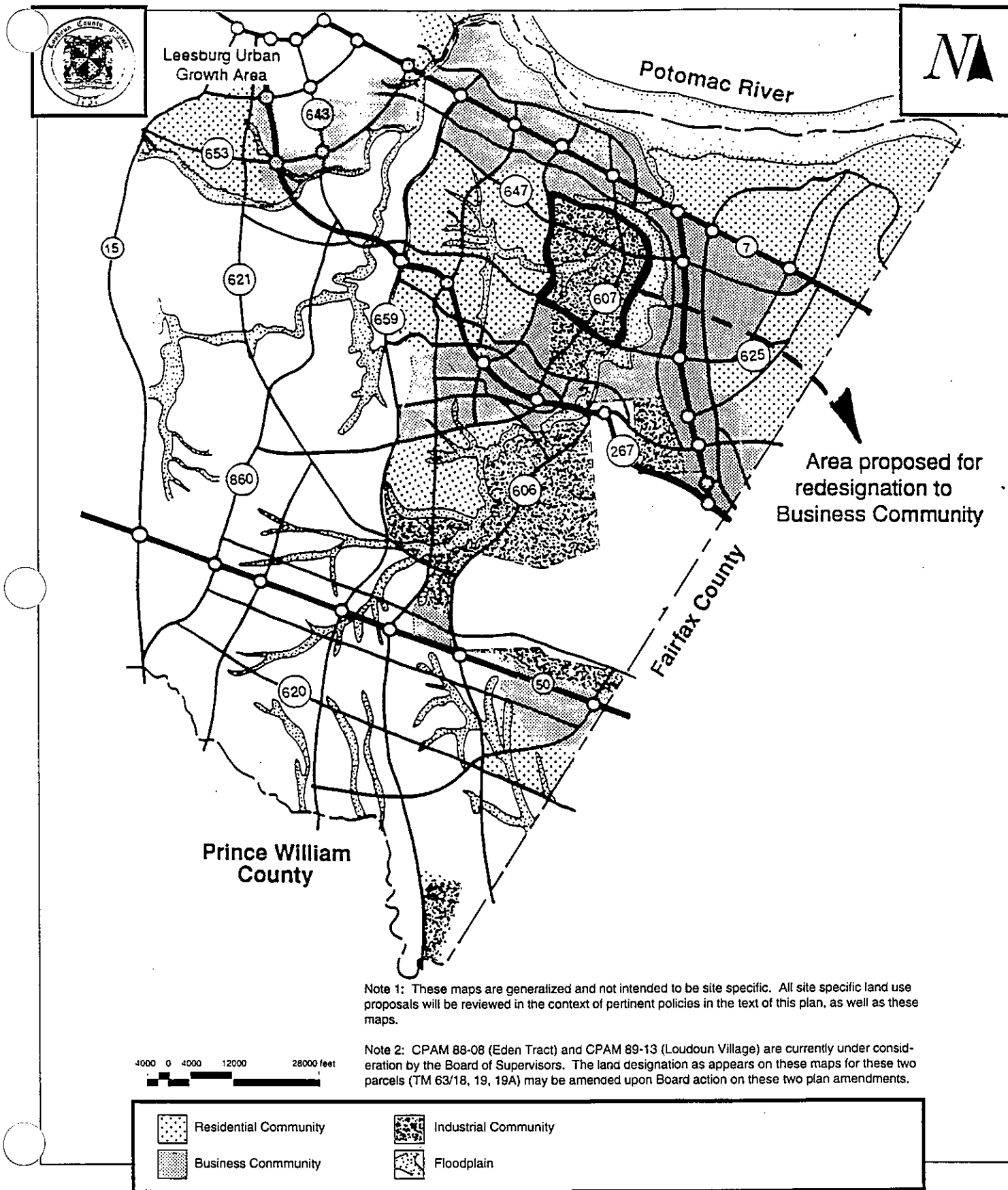


FIGURE 30: URBAN DEVELOPMENT PATTERN 1993-1995

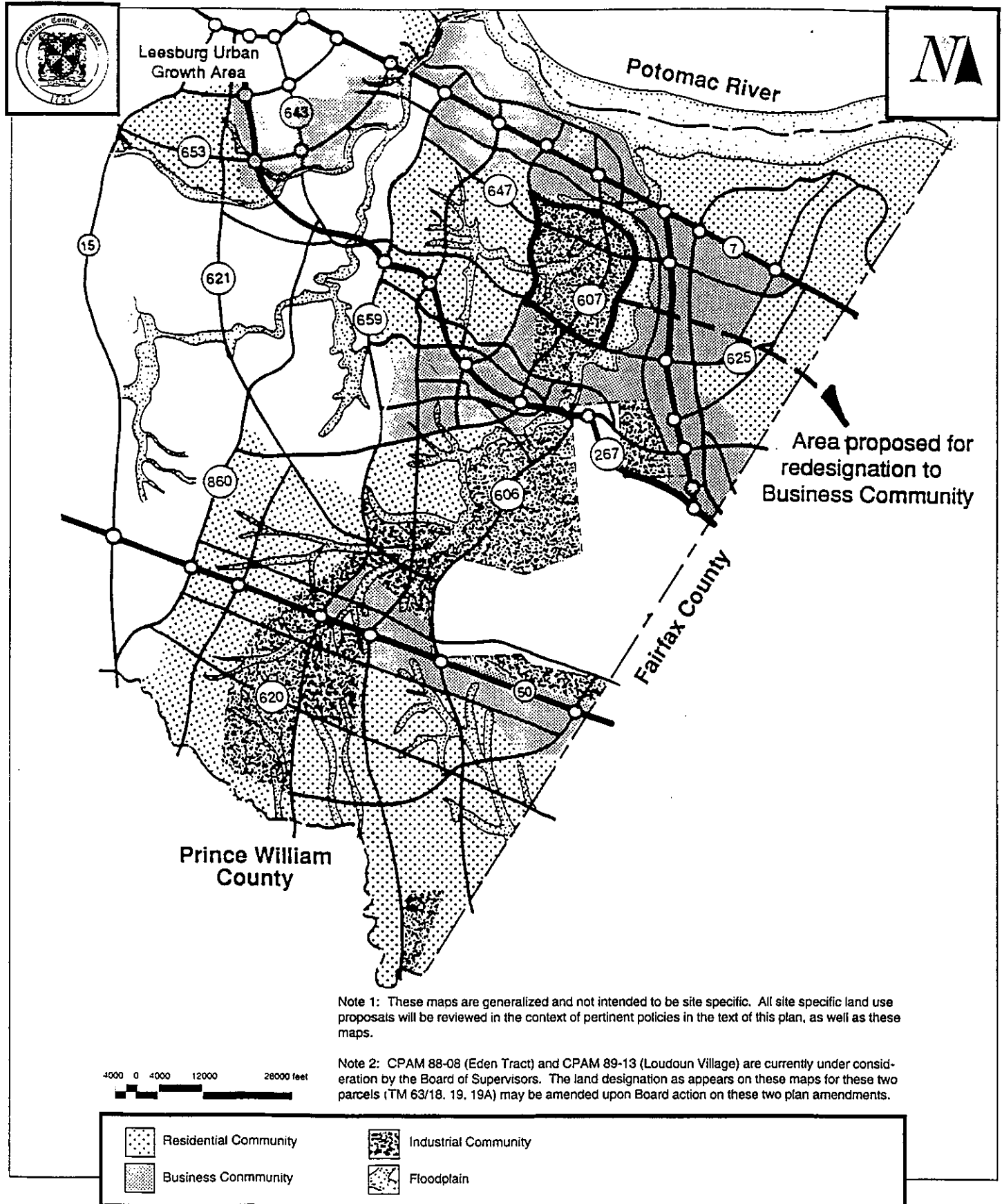
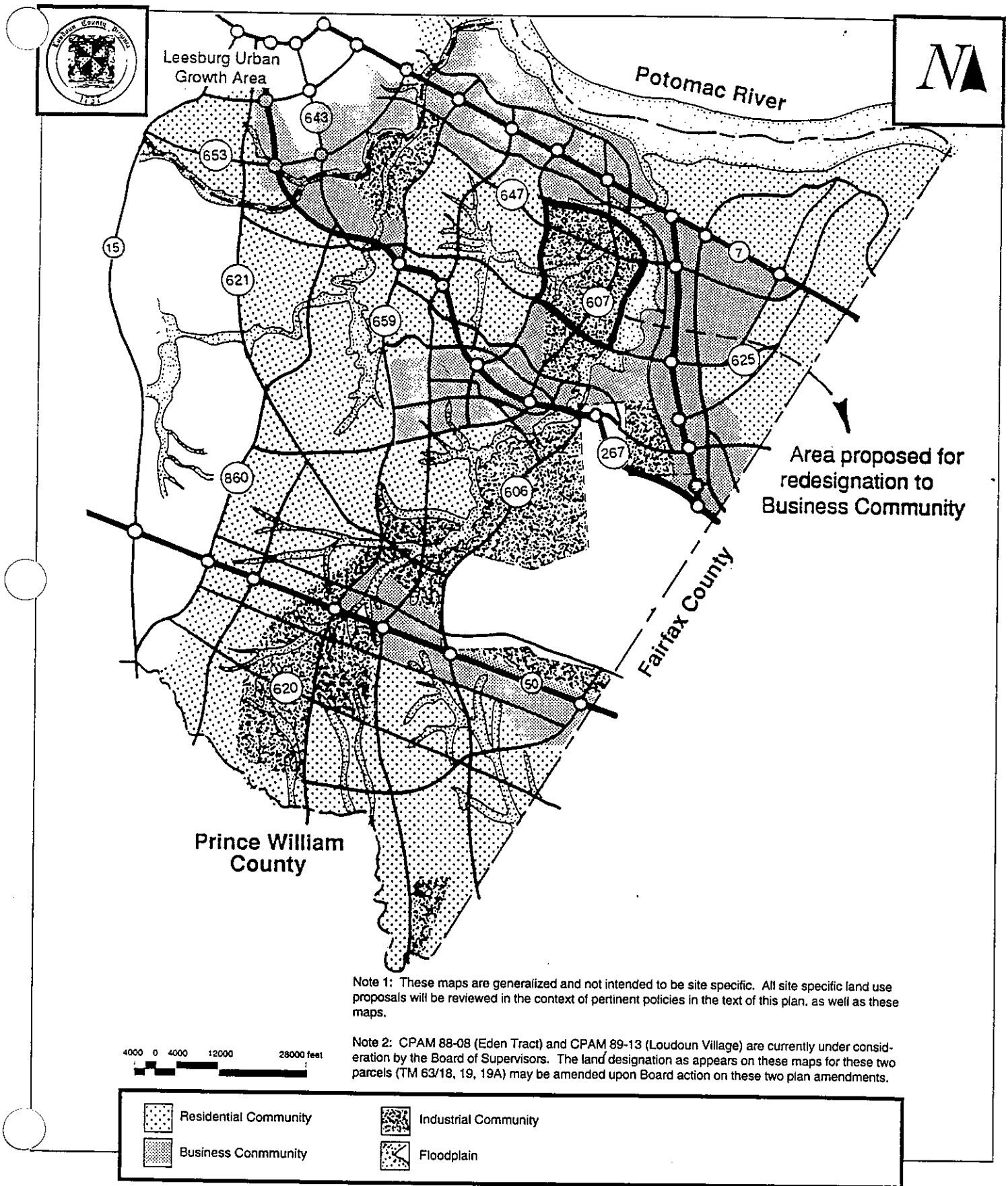


FIGURE 31: URBAN DEVELOPMENT PATTERN POST 1995



CPAM 1992-0010
Greenways and Trails Policies

Adopted September 21, 1994

GREENWAYS AND TRAILS POLICIES

ADOPTED SEPTEMBER 21, 1994

SECTION I: BACKGROUND

A. INTRODUCTION

Greenways are areas of open space, usually linear, which connect and protect various natural, recreational, and cultural resources. They often follow linear landscape features such as streams, ridges, or abandoned railroads. Greenways can be publicly or privately owned, and may be open or closed to visitors. They are not necessarily parks or public land. Parts of a greenways may be a scenic resource or an important wildlife habitat, owned and maintained by a private landowner, with no public access. Other parts may include public trails for hiking, bicycling, or horseback riding. Greenways that include trails provide linkages for people to natural and community resources. They enable citizens to travel without motor vehicles to schools, community centers and parks.

Greenways serve a variety of functions, including recreation, alternative transportation, wildlife habitat, water quality protection, flood hazard reduction, aquifer recharge, erosion prevention, property value enhancement, economic development and scenic beauty.

The Loudoun Greenways plan encourages pathway connections which would provide our own residents with alternative transportation corridors, independent of car ownership. It is a comprehensive plan which takes a "big picture" look at Loudoun's future development. It recognizes the need for Loudoun's existing communities to develop resource corridors which unify the County, creating an amenity for the benefit of business and residential communities as well as the tourist industry.

B. CONTEXT AND PURPOSE

Loudoun County and its county seat, the Town of Leesburg, border the Potomac River in northern Virginia approximately 35 miles northwest of Washington, D. C. The County as a whole offers a wealth of historic and natural features and a blend of urban amenities, rural landscapes, and small communities.

Proximity to Washington and the presence of a major international airport, Dulles, in the southeast part of the County stimulate strong growth trends. While development provides welcome economic opportunities, many citizens are concerned about the effects of growth and the potential for loss of local recreational opportunities and valuable natural, scenic and historic resources. Greenways and trails are one method of preserving some of these features unique to the County.

The purpose of this plan is to acknowledge a commitment to the establishment of a county-wide system of greenways and trails. This system should link people and resources, put open space within a short walk of people's homes and connect major regional and national trails. Greenways can protect natural resources and do not necessarily contain trails or have public access. Where trails provide a link between home and work, an alternative to auto dependent transportation can be provided.

C. RELATIONSHIP TO OTHER COUNTY DOCUMENTS

Loudoun County's Comprehensive Plan consists of several related documents with the General Plan performing the function of an "umbrella" document which establishes county-wide goals and policies. Chapter 8 of the General Plan addresses implementation as a continuing process with future actions which should be undertaken to implement the Plan.

County-wide Recommendation #21 is the action of adopting CPAM 1992-0010, Greenways Plan, as an element of the General Plan. The Greenways Plan would also add one more building block toward implementing policy recommendations for Water Quality Buffers (#5), Scenic River Corridors and Potomac Shoreline Protection (#10), Protection of Endangered and Threatened Habitats (#23), and Rural Transportation Strategies for Bicycle Routes (#18).

In recognition of existing County policy and public testimony which encourage a viable agricultural community, the following goals and policies will apply only to the rapidly developing areas of the County described in the following area plans: Eastern Loudoun Area Management Plan, Dulles North Area Management Plan, Dulles South Area Management Plan, Cub Run Area Management Plan, Leesburg Area Management Plan, and the adopted plans for the Urban Growth Areas of the western towns.

D. COMMUNITY PLANNING PROCESS

The documentation for the greenways and trails system is contained in the 1993 Greenways and Trails Master Plan for Loudoun County and Leesburg, Virginia. This plan was developed by a citizen-government partnership, through an open public process. As a result of a Memorandum of Understanding signed by the County of Loudoun, the Town of Leesburg, the directors of the Leesburg and Loudoun County Parks and Recreation Departments, representatives of the National Park Service's Rivers, Trails and Conservation Assistance Program, and the Northern Virginia Regional Parks Authority, a citizens' advisory committee was formed in the fall of 1989. The group represented the interests of businesses, development, landowners, conservationists and recreationists. The Plan was

developed over a two year period and was based on regular public input from public workshops, presentations and public meetings. Documentation of specific public outreach is contained on page 69 of the 1993 Greenways and Trails Master Plan for Leesburg and Loudoun County, Virginia.

SECTION II: COMMUNITY GOALS

A. MISSION STATEMENT

The purpose of a greenways and trails system is to preserve the County's essential natural and historic resources as the County passes from rural to suburban, to provide recreation for a growing population, and to provide alternative transportation corridors.

B. GOALS OF THE GREENWAYS AND TRAILS SYSTEM

- 0 Link neighborhoods and communities including schools, shopping areas community centers, parks and other public facilities.
- 0 Link towns in Loudoun County.
- 0 Provide recreational opportunities, and alternate transportation corridors for foot traffic, cyclists and horseback riders.
- 0 Protect historic resources.
- 0 Protect rivers, streams, and drainage basins.
- 0 Protect ecologically critical and sensitive areas
- 0 Maintain and link wildlife habitats.
- 0 Provide natural flood and erosion control to discourage channelization.
- 0 Include scenic roads.

SECTION III: POLICIES

A. RESOURCES

A sound greenways and trails system depends on the identification of the County's significant natural, cultural, recreational and community resources. The Citizens' Committee dedicated the first year of its effort to identifying and mapping those resources, using a variety of existing data and the knowledge of local citizens. These resources contribute greatly to the distinctive character of the County. They can serve as the hubs and spokes of a greenways and trails network and can provide a basis for making decisions on where greenways should be located. Listed below are the county resources agreed to by the Committee as significant features of the County. These resources are contained in the Geographic Information System Map created by the citizens. (resources described on pages 14, 15, and 16 of the Greenways and Trails Master Plan for Leesburg and Loudoun County, Virginia.)

- 0 State Scenic Rivers
- 0 Perennial Streams
- 0 Floodplains
- 0 Ridges
- 0 Natural Heritage Sites
- 0 Existing and Planned Parks
- 0 Existing and Planned Trails
- 0 Historic Sites and Districts
- 0 Historic Settlements
- 0 Schools
- 0 Community Centers
- 0 Discontinued Roads
- 0 Scenic Roads
- 0 Incorporated Towns

POLICIES

1. The inventory of cultural, historic and natural resources should be maintained with the County GIS and should be used for reference in greenway and trail planning.
2. Greenways should be a mechanism to protect important or sensitive resources.

B. PUBLIC PARTICIPATION

The process of turning a plan for greenways into a reality will require a cooperative effort involving many people and organizations. While the total land area of any proposed greenways network is relatively small, its benefits will be widely felt and its many parts varied in terrain, ownership, and proposed use. The County will play an integral role in establishing the system although it is unlikely that a single entity would have the means to acquire or manage an extensive system. Therefore, it is recommended that a network of greenways and trails be owned and managed through a partnership effort, rather than by a single agency organization. The system could be established piece by piece by a number of different entities using a variety of public and private conservation methods. Public agencies, private organizations, businesses, civic groups, clubs and individuals should participate in the creation and management of the system. It is assumed that exact locations of greenways and trails will be determined by the communities of interest.

POLICIES

1. Inform and educate the public about the opportunities generated by the greenways and trails system.

2. Encourage public involvement in the planning and development of the greenways and trails system.

C. DEVELOPMENT STRATEGIES

Members of the community have expressed concern about the loss of open space and the changing character of the County resulting from increased development. Greenways are a way to retain some rural landscapes and incorporate open space within developments. Citizens also expressed a desire for trails between adjacent developments to allow walking and/or biking to neighbors' houses or other parts of the community. The greenways concept is a mechanism to guide the development process to create useful areas of open space.

POLICIES

1. Incorporate greenways and trails plans into the land development process and land use decisions. Creation of greenways and trails should occur primarily in the developing areas of the County with initial effort focused on the rapidly developing areas of the eastern portion of the County and around the western towns.
2. Create options and incentives which will encourage landowner participation in the establishment of greenways and trails.
3. Coordinate the establishment of greenways and trails with landowners using a variety of conservation methods. Three categories of landowners should be encouraged to participate in the greenways and trails system:
 - 0 The development community: proffers of greenways and trails should be encouraged and referrals administered by the Planning Department with input from impacted agencies and citizens as needed.
 - 0 Private landowners: voluntary donations, conservation easements, bequests, leasebacks, remainder interest and other non-coercive methods should be facilitated to encourage participation by private landowners.
 - 0 Public land: negotiations of right-of-ways through land already dedicated to public benefit including but not limited to County, State and Federally owned land, utility easements, and roads discontinued for public maintainance.
4. Parcels under consideration as greenways or trails must meet one or more of the following criteria

- a. **Linkage:** The identified parcel will provide linkage between or to a significant natural, cultural or historic resource as defined on pages 14, 15, 16 of the Greenways and Trails Master Plan for Leesburg and Loudoun County and listed in Section III.A above.
- b. **Resource Protection:** The parcel contains an identified natural resource or species of value.
- c. **Recreation Enhancement:** The parcel will enhance recreational opportunities either by providing a connection to an existing park or recreational facility or providing in and of itself opportunities for hiking, biking or horseback riding.
- d. **Economic Enhancement:** The parcel provides increased access to local business and shopping areas including but not limited to bed and breakfasts and tourist sites.

D. TRANSPORTATION

Greenways and trails that are designed to link communities and commercial areas can encourage some people to travel without motor vehicles, thus reducing traffic congestion on roadways. Planning for alternative transportation and recreational opportunities for foot traffic, cyclists and horseback riders is an important public responsibility to provide for increased user safety on transportation corridors. A greenways master plan can be an important element of compliance with the Clean Air Act of 1991.

POLICIES

1. Multi-use trails should be encouraged within major road corridors as shown in Appendix G of the Greenways and Trails Master Plan for Leesburg and Loudoun County, Virginia. Portions of this trail system should be incorporated as an element of the regional COG Bicycle Plan.
2. Loudoun County review of applications for discontinued roads should encourage appropriate conversions to the greenways and trails system.
3. Loudoun County should pursue grant funding of greenway and trail projects which can be combined with other transportation goals and policies.

E. FUNDING, ADMINISTRATION AND MAINTENANCE

Financial and management issues are critical to both the initial establishment of greenways and their long-term vitality. Local government funds for greenways may be

scarce and greenways frequently must compete for funds with other uses such as developed parks. The mechanisms used for protecting land or securing public access can be a major factor determining the cost of implementing greenways. Public land purchase, the most expensive technique, is only one of a variety of possible techniques. Others include land

donations, purchases or donations of easements, landowner agreements and acquisition by nonprofit groups.

Maintenance is one need that is often overlooked; greenway interests may focus on the establishment of the greenway and neglect to consider long-term maintenance. Long-term greenway success will require careful planning for funding and maintenance. Administrative overhead might be reduced if the system were managed by a private organization focused only on the greenway system.

POLICIES

1. Require that established greenways and trails adequately provide for long-term funding, maintenance, and administration for the implementation of the greenways and trails system through public-private partnerships.
2. When possible the County would jointly hold easements to guarantee long-term protection of land.
3. assure that right of eminent domain is not utilized to establish greenways and trails.

F. ECONOMIC DEVELOPMENT

The Greenways Master Plan recommends the creation of a comprehensive greenways and trails system primarily based on such natural landforms as valleys and ridges. Other elements are based on an assemblage of linear open spaces of various kinds to create a green infrastructure for the County. Like other forms of infrastructure necessary for development, greenways are part of a good business plan. These key elements of a community's memorable image are increasingly becoming today's marketing tools for economic development.

Few communities today can ignore the economic benefit of tourism. Loudoun's primary tourist attractions are its natural and historic resources. The greenways could include a foot path, a horse path, a bike path or none of the above, simply providing visual respite to the urban resident. The W&OD Regional Trail is an example of a greenway which attracts visitors, businesses and residents to Loudoun. One such business, the Cornerstone Bed and Breakfast near Paeonian Springs derives as much as 50 per cent of

its clientele from cyclists who ride out from Washington and Maryland to tour the Loudoun area.

In order to attract a balanced variety of businesses, provide housing options with desirable amenities for all income levels, and assist government in managing the resources of Loudoun County, it is time to plan for a greenway system.

POLICIES

1. Loudoun County should incorporate greenways and trails in economic development planning and promotion.
2. Coordinate with an overall tourism plan for Loudoun County.

CPAM 1992-0012
Potomac Farms Subdivision

Adopted July 13, 1992

FIGURE 29: URBAN DEVELOPMENT PATTERN 1990-1993

Amended July 13, 1992

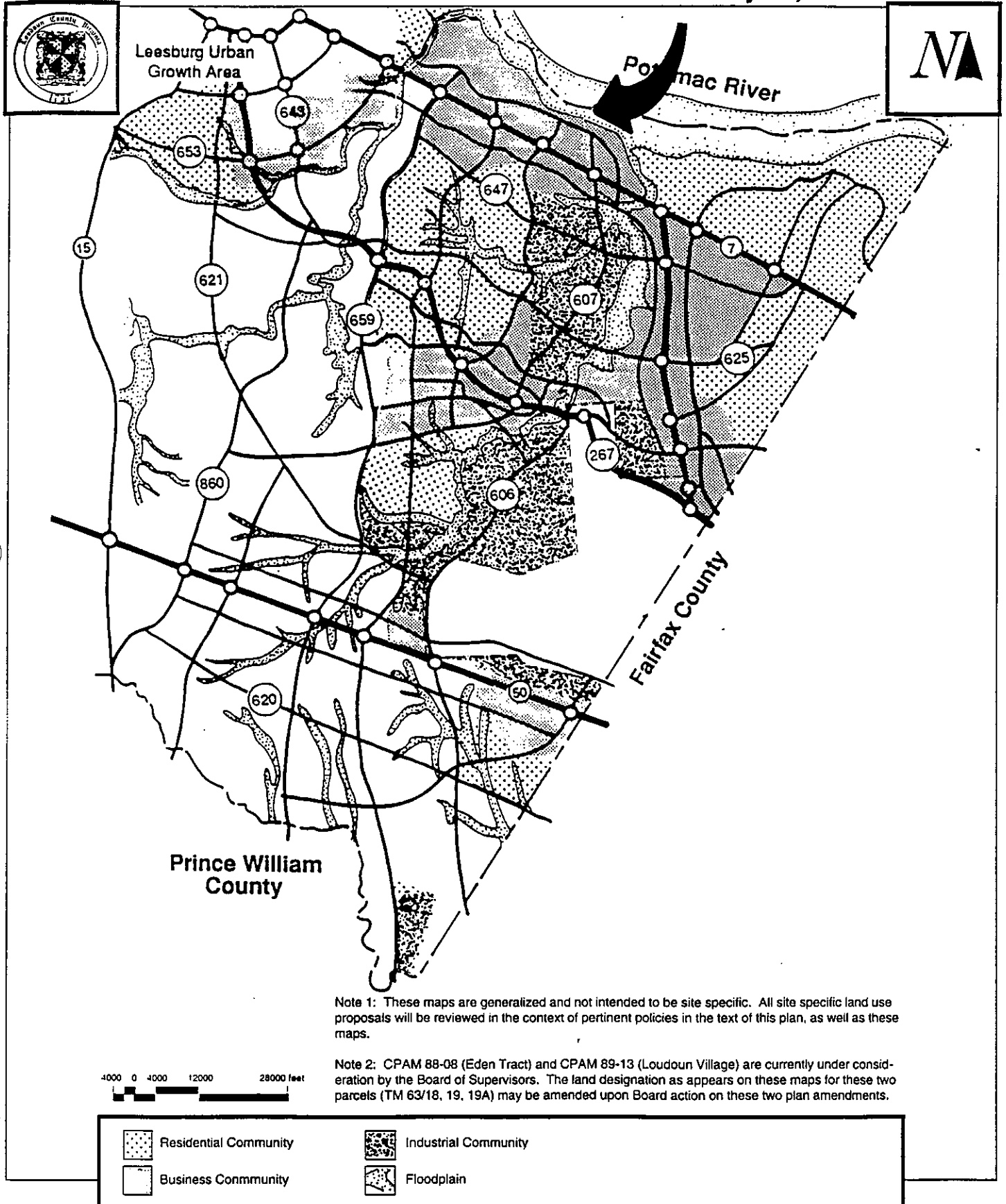


FIGURE 30: URBAN DEVELOPMENT PATTERN 1993-1995

Amended July 13, 1992

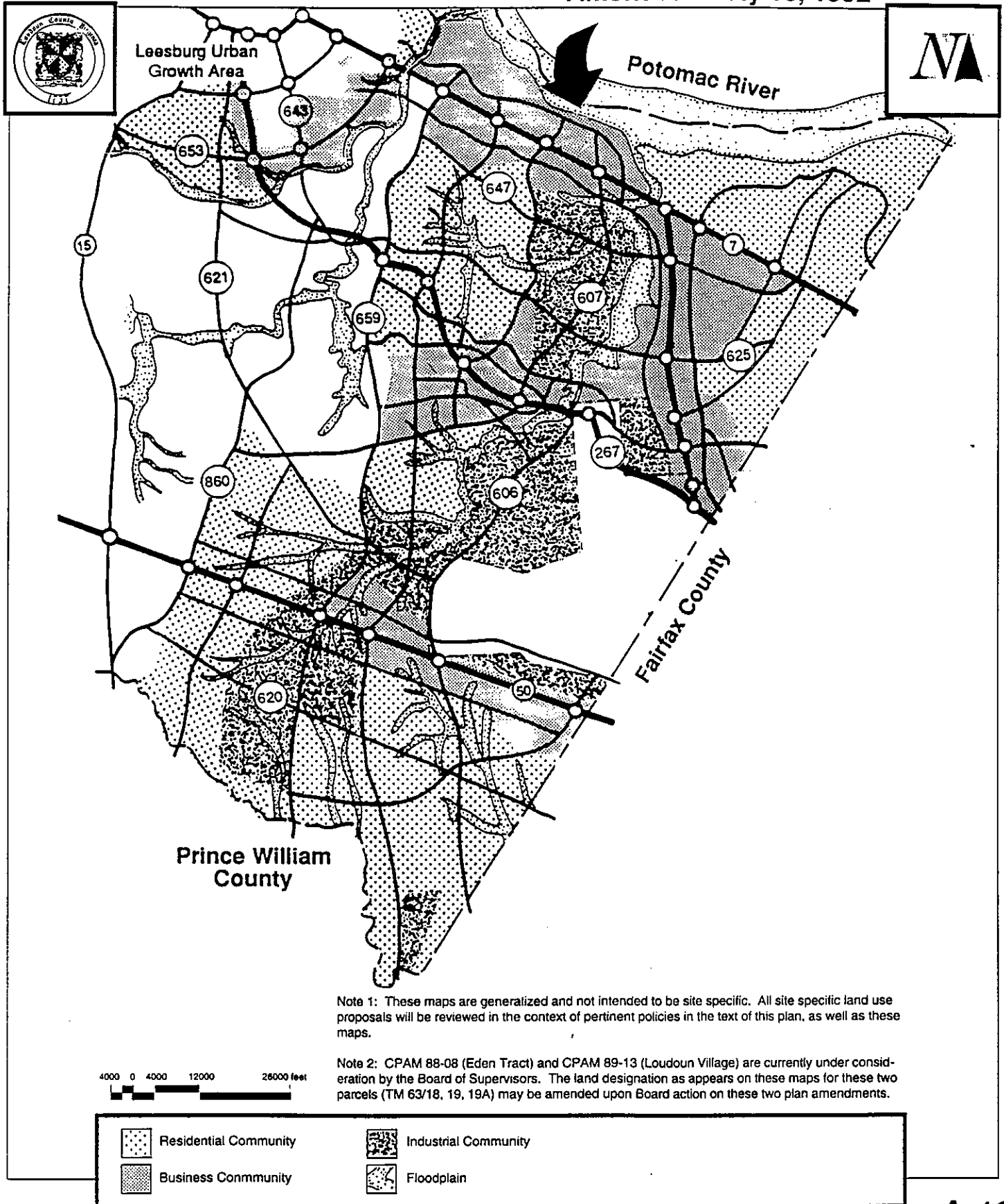


FIGURE 31: URBAN DEVELOPMENT PATTERN POST 1995

Amended July 13, 1992

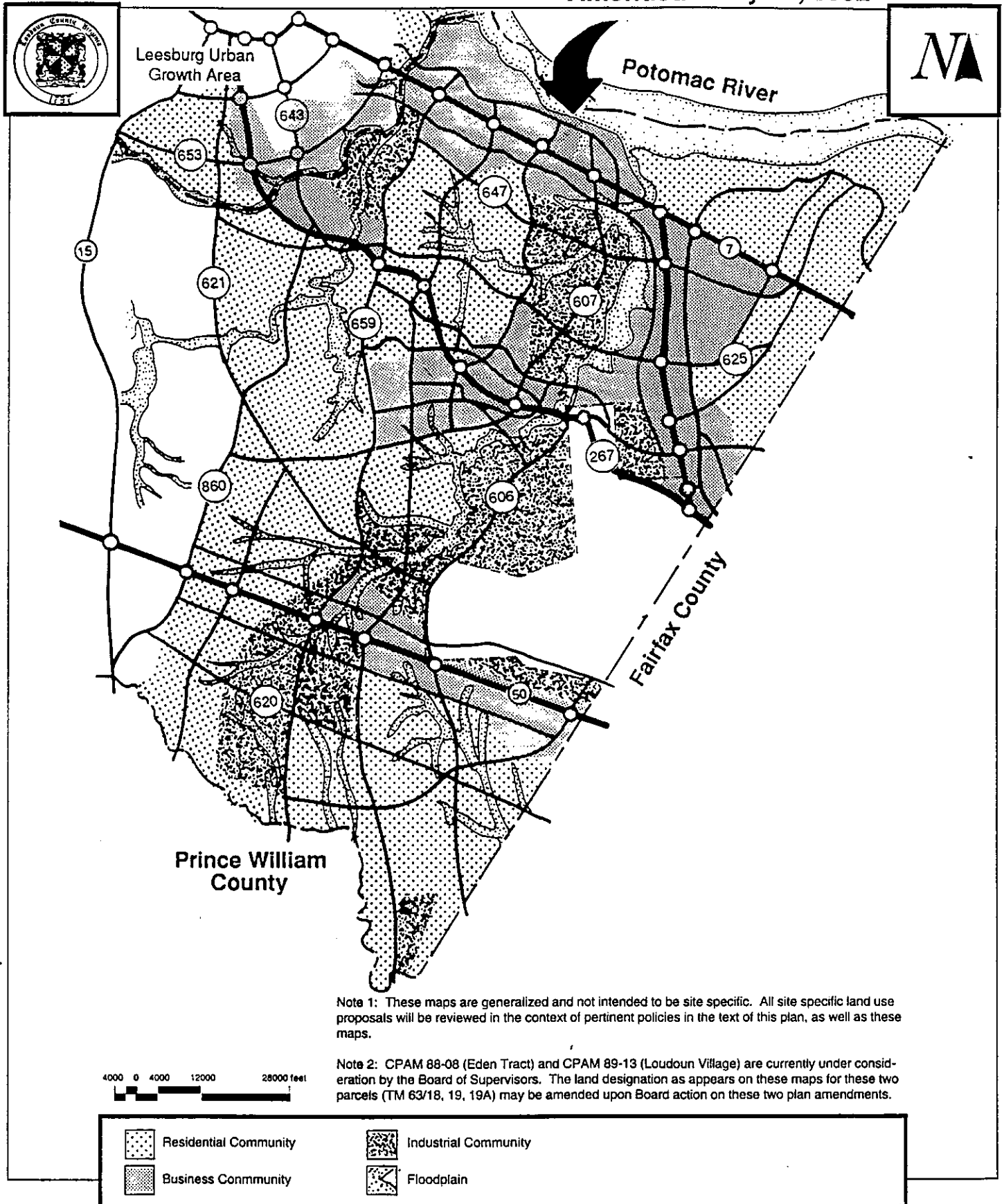
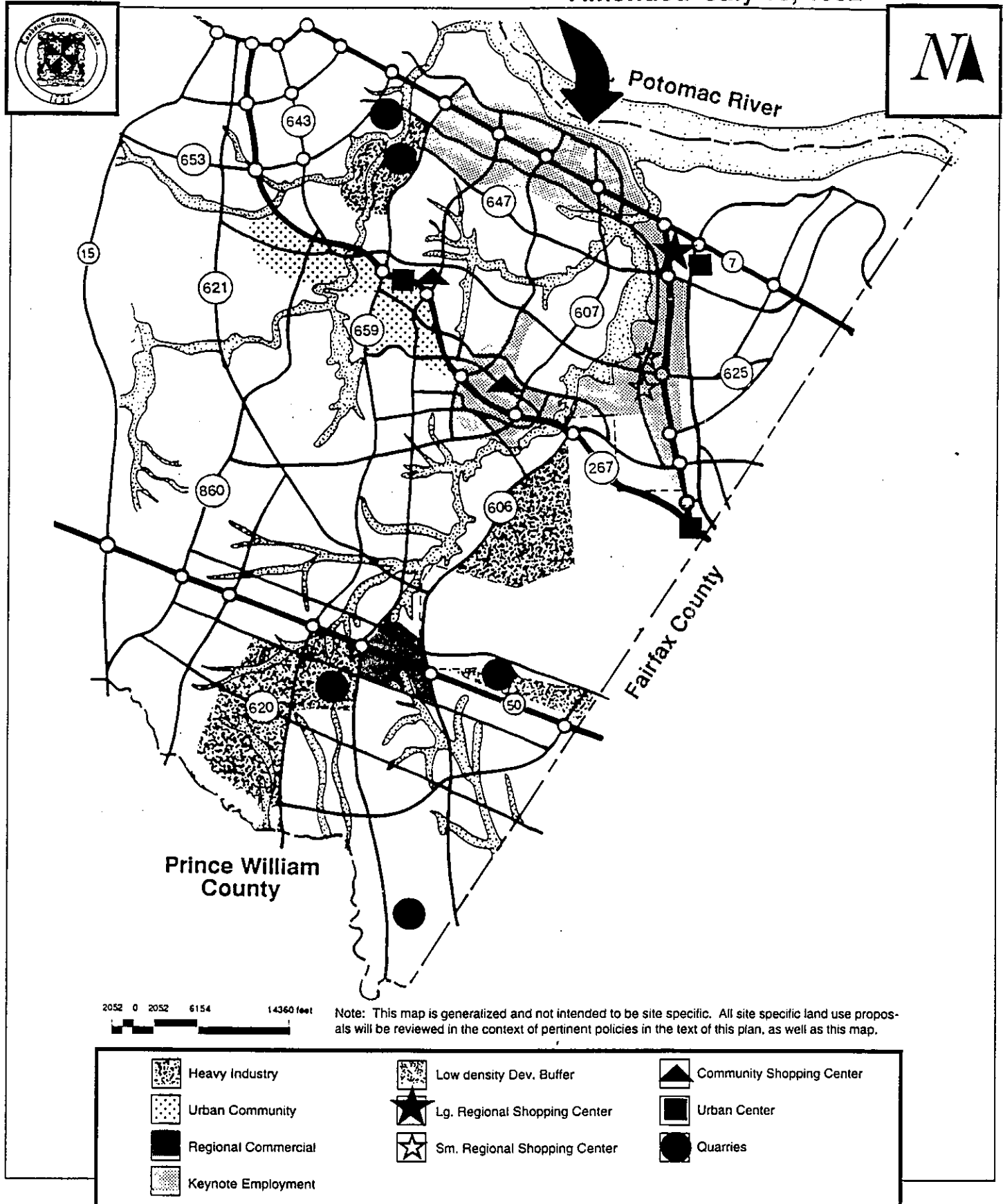


FIGURE 32: SPECIFIED USE

Amended July 13, 1992



CPAM 1993-0001
Route 28 Taxing District

Adopted March 2, 1994

ROUTE 28 TAXING DISTRICT

Limit residential development to specific locations within the Route 28 Taxing District

Paragraph 2, page 94:

III. LAND USE PATTERN AND COMMUNITY DESIGN

A. General Land Use and Design

Ongoing growth of Dulles Airport will continue to be an economic resource with tremendous impact on the growth of Loudoun County. Protecting the continuing viability of the airport is vital to the County. Encroachment by uses affected by air traffic noise is a major concern. To minimize the potential conflicts due to noise, the Plan prohibits residential rezonings within the noise impact area surrounding the Airport (see Environmental Noise, Chapter 2). Similarly, the Counties of Loudoun and Fairfax are committed to major road improvements in the Route 28 corridor. Both Counties participate in the Route 28 Highway Transportation Improvement District, established by the State as a means of providing additional local revenue to pay for the improvements. From a land use perspective, the area within the district is an important economic key to the County's strategy of attracting major national and international corporations, and ensuring the longterm viability of Dulles Airport. And the continuation of this non-residential policy will continue to assure the economic viability of this area and the airport.

Paragraph 2, page 98:

The General Plan recognizes that certain business and industrial developments need to be homogeneous. The Plan continues to promote "keynote" office parks on Routes 7 and 28, and in compact nodes at major intersections of the Dulles Toll Road Extended. These are the high quality "corporate headquarters" style developments. Impressive structures, separated by landscaped greens and tree lined boulevards create an atmosphere of corporate prestige. Such neighborhoods figure prominently in the County's role as an international trade center. Extractive industries are only compatible with other uses related to the resource or insensitive to the activities associated with resource extraction. The Plan does not intend to restrict the economic integrity of such industries solely for design purposes. However, extensive buffering and protection of nearby land uses are a fundamental requirement of extractive industry proposals. Homogenous industrial or business development will also occur in areas within the Ldn 65 noise contour pursuant to the County's Aircraft Noise policies and within the Route 28 Highway Transportation Improvement District.

Residential Policies:

General Policies, #3, page 101:

Residential development will continue to be located outside the adopted and projected Ldn 65+ (loudness day night index) noise zone for Washington Dulles International Airport and the Leesburg Municipal Airport. Residential development will be limited to three (3) specific locations within the Route 28 Highway Transportation Improvement District on the Route 28 HTID Map, Figure 31A. These areas are: the Old Sterling Mini-Plan area which is included in the Eastern Loudoun Area Management Plan, the Oak Grove area, and an area north of Route 7 referenced as the Eden and Loudoun Village properties. Furthermore, the

identification of specific properties, precludes the use of other General Plan policies which would permit the consideration of residential development on a case by case basis.

Paragraph 1, page 107:

V. BUSINESS COMMUNITIES

Business Communities address the location and character of large scale retail trade, office and light industrial uses in the Urban Growth Areas of the County. The land use groups within a Business Community include: Urban Center, Auto-Commercial, Regional Office, Transit Related Urban Center and Light/Flex Industrial. Generally, regional businesses are planned to be proximate to Dulles International Airport with a good portion of land within the 65+ Ldn noise zone and the Route 28 Highway Transportation Improvement District. The uses contained in these districts require good transportation access. In the initial five years of this Plan, these uses are primarily located along Route 7, Route 28, the Dulles Toll Road, Route 606 and the proposed Routes 607/645 corridor (also see Community Design Guidelines, Chapter Eight, page 260).

Policy 16, page 109:

The regional-national market visibility offered by Dulles Airport should be exploited to the greatest extent possible. This includes the preservation of the Route 28 Highway Transportation Improvement District as a business/industrial area. To accomplish this goal residential development will be limited to specifically designated areas. Other residential policies i.e., infill and the 1,500 foot policies will not be applicable in the 28 District.

Policies 3 (new) and 4, page 112:

Regional Office Policies

1. The General Plan supports the development of keynote employment developments, defined as Regional Office developments featuring high visual quality and high trip generating uses including, office parks, research and development parks and similar uses of a large scale (eg. 40,000 GSF or greater) in those areas identified as Keynote Employment in the Dulles North and Eastern Loudoun area management plans and in compact nodes at major intersections of the Dulles Toll Road corridor.
2. Residential densities up to 24 dwellings per net acre shall be permitted in conjunction with a larger Regional Office development exceeding 75 acres in buildable area. Residential Neighborhoods shall be subject to the Urban Community policies of this Plan and contingent upon the availability of utilities, roads and public services and implementation of the community design and growth management objectives of the Plan.
3. The land use mix (measured as a percentage of the land area) in Regional Office area will generally comply with the following ratios:

	Minimum Required	Maximum Permitted
a. Traditional or Urban Neighborhoods:	15%	30%
b. Regional Office:	50%	70%
c. Commercial Retail & Services:	0%	10%
d. Light Industrial/Flex:	0%	30%
e. Overall Commercial & Light Industrial (c. and d.):	0%	30%
f. Public and Civic:	10%	no maximum
g. Public Parks & Open Space:	5%	no maximum

4. Within the Route 28 Highway Improvement Tax District, rezonings to permit residential development in accord with Policies 2 and 3, above, will be considered only in the three (3) areas designated for residential use on the Route 28 HTD Map, Figure 31A and the policies contained within the Old Sterling Mini-Plan. Other residential policies such as Infill and 1,500 Foot Policies will not apply in the District.

Policy 8 (new), page 113:

E. Light Industrial Communities

6. The land use mix (measured as a percentage of the land area) in Light Industrial Communities will generally comply with the following ratios:

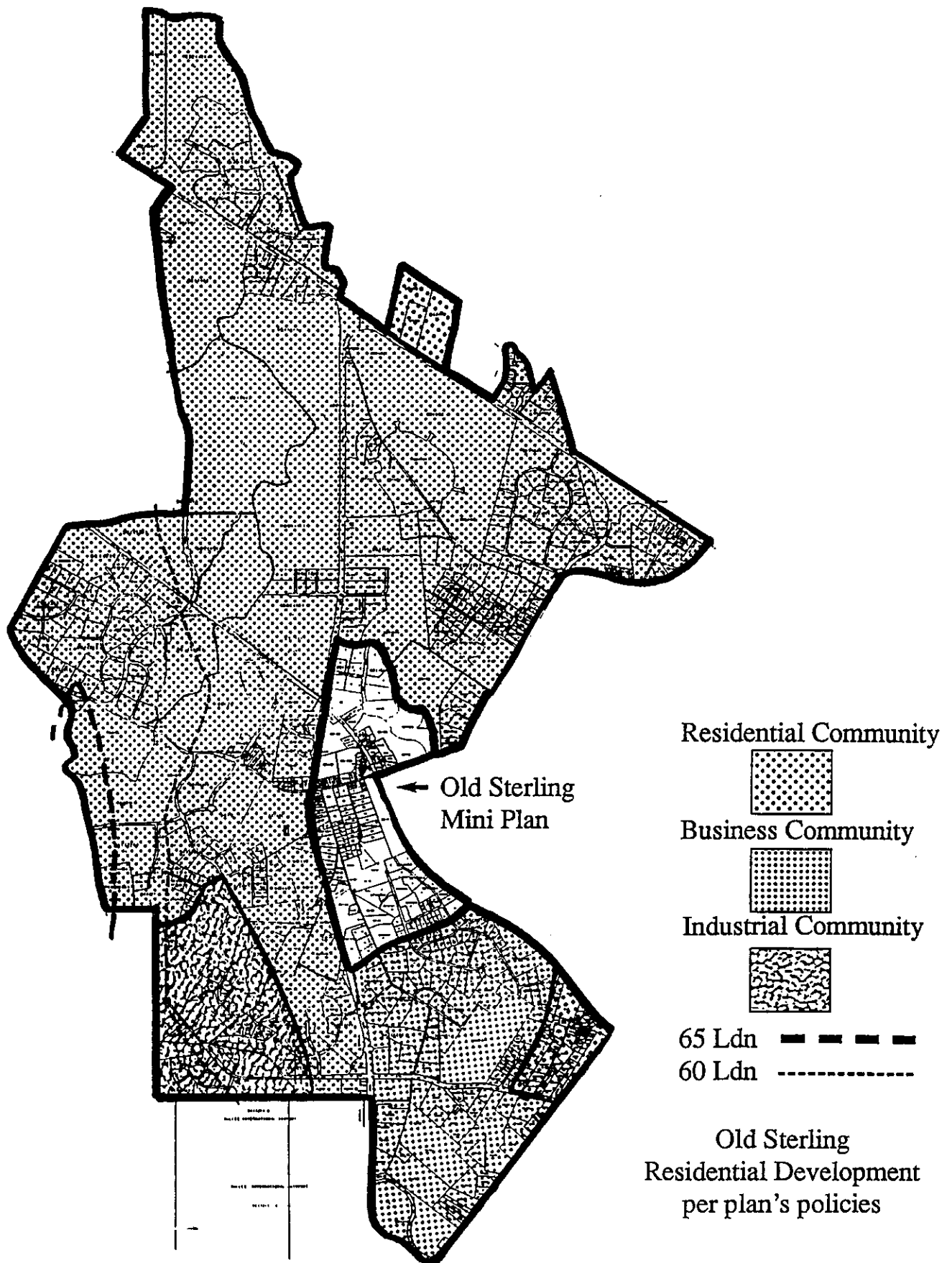
	Minimum Required	Maximum Permitted
a. Traditional or Urban Neighborhoods: (only outside the noise impact area)	0%	25%
b. Commercial Retail & Services:	0%	10%
c. Regional Office:	0%	40%
d. Overall Business Uses (b. and c. combined)	0%	40%
g. Light Industrial/Flex:	45%	85%
e. Public & Civic:	10%	no maximum
f. Public Parks & Open Space:	5%	no maximum

7. Residential densities up to a maximum of 24 dwellings per net acre shall be permitted in conjunction with a Light Industrial development. Residential Neighborhoods shall be subject to the Urban Community policies of this Plan and subject to the availability of utilities, roads and public services, compliance with the Countywide proffer policies on page 88 and implementation of the community design and growth management objectives of the Plan.

8. Within the Route 28 Highway Improvement Tax District, rezonings to permit residential development in accord with Policies 6 and 7, above, will be considered only in the three (3) areas designated for residential use on the Route 28 HITD Map, Figure 31A and the policies contained within the Old Sterling Mini-Plan. Other residential policies such as Infill and 1,500 Foot Policies will not apply in the District.

CPAM 1993-0001

Route 28 Taxing District Adopted March 3, 1994
Urban Development Pattern Post 1995 within Route 28 Taxing



CPAM 1993-0002
Water Transmission Main -
Landfill Service Area

Adopted April 20, 1994

PROPOSED AMENDMENT TO THE POLICIES CONTAINED WITHIN THE
CHOICES AND CHANGES GENERAL PLAN, CHAPTER FOUR,
EASTERN URBAN GROWTH AREAS, PHASE III POLICIES, PAGE 94

Insert the following language:

6. A Landfill Water Service Area/District is established for the area in proximity to the Woods Road Solid Waste Management Facility, as depicted on Figure 28B, LANDFILL WATER SERVICE AREA/DISTRICT, page 84B of the Choices and Changes General Plan. The extension of the central (municipal) water service in this district is permitted immediately to permanently avoid potential potable water problems for existing residences and certain properties near the Woods Road Solid Waste Management Facility. For those areas/properties located west of Route 621 (Evergreen Mills Road) and within the Landfill Water Service Area/District, the water lines will be sized such that they will only accommodate the maximum density allowed under the current zoning classifications and the density guidelines contained within the Choices and Changes General Plan, in effect at the time of the adoption of this policy.

PROPOSED AMENDMENT TO THE POLICIES CONTAINED WITHIN THE
CHOICES AND CHANGES GENERAL PLAN, CHAPTER FOUR,
EASTERN URBAN GROWTH AREAS,
PUBLIC UTILITIES AND FACILITIES,
(C), WATER POLICIES, PAGE 118,

Insert the following language:

4. A Landfill Water Service Area/District is established for the area in proximity to the Woods Road Solid Waste Management Facility, as depicted on Figure 28B, LANDFILL WATER SERVICE AREA/DISTRICT, page 84B of the Choices and Changes General Plan. The extension of the central (municipal) water service in this district is permitted immediately to permanently avoid potential potable water problems for existing residences and certain properties near the Woods Road Solid Waste Management Facility. For those areas/properties located west of Route 621 (Evergreen Mills Road) and within the Landfill Water Service Area/District, the water lines will be sized such that they will only accommodate the maximum density allowed under the current zoning classifications and the density guidelines contained within the Choices and Changes General Plan, in effect at the time of the adoption of this policy.

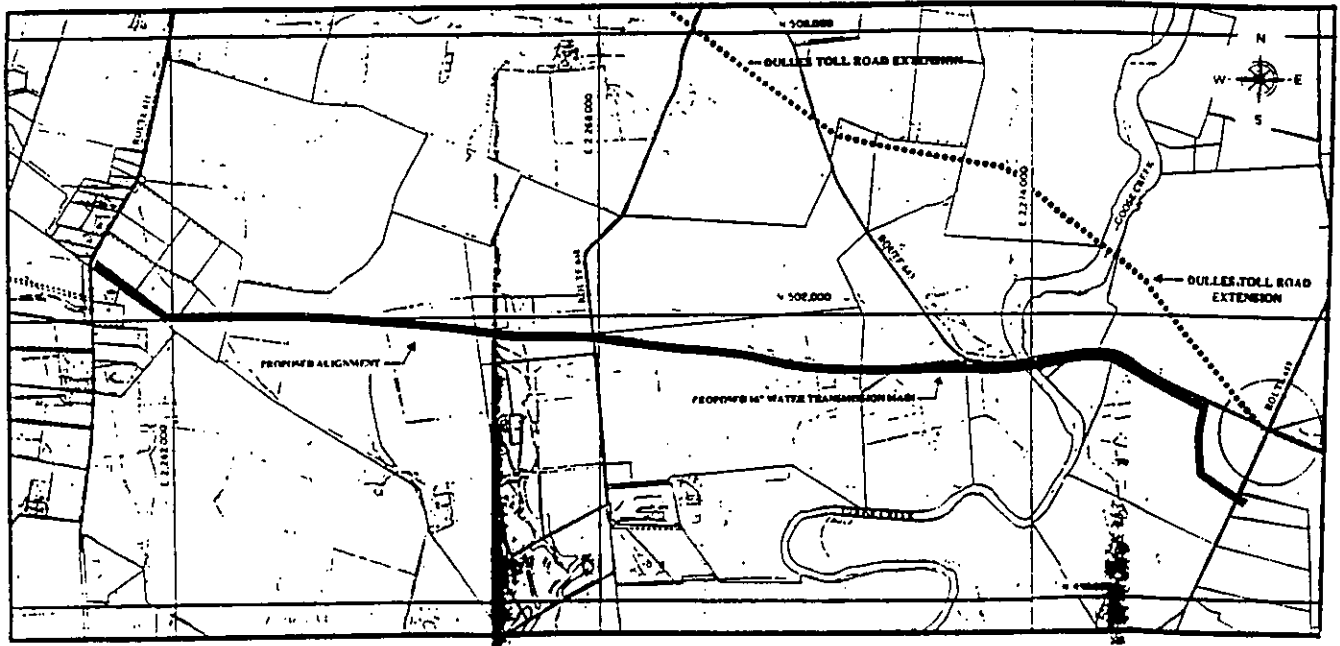
PROPOSED AMENDMENT TO THE POLICIES CONTAINED WITHIN THE
CHOICES AND CHANGES GENERAL PLAN, CHAPTER SIX,
RURAL AREAS, PUBLIC FACILITIES AND UTILITIES,
WATER POLICIES, (B), PAGE 155

Insert the following language:

1. (d.) To serve the Landfill Water Service Area/District established for the area in proximity to the Woods Road Solid Waste Management Facility, as depicted on Figure 28B, LANDFILL WATER SERVICE AREA/DISTRICT, page 84B of the Choices and Changes General Plan. The extension of the central (municipal) water service in this district is permitted immediately to permanently avoid potential potable water problems for existing residences and certain properties near the Woods Road Solid Waste Management Facility. For those areas/properties located west of Route 621 (Evergreen Mills Road) and within the Landfill Water Service Area/District, the water lines will be sized such that they will only accommodate the maximum density allowed under the current zoning classifications and the density guidelines contained within the Choices and Changes General Plan, in effect at the time of the adoption of this policy.

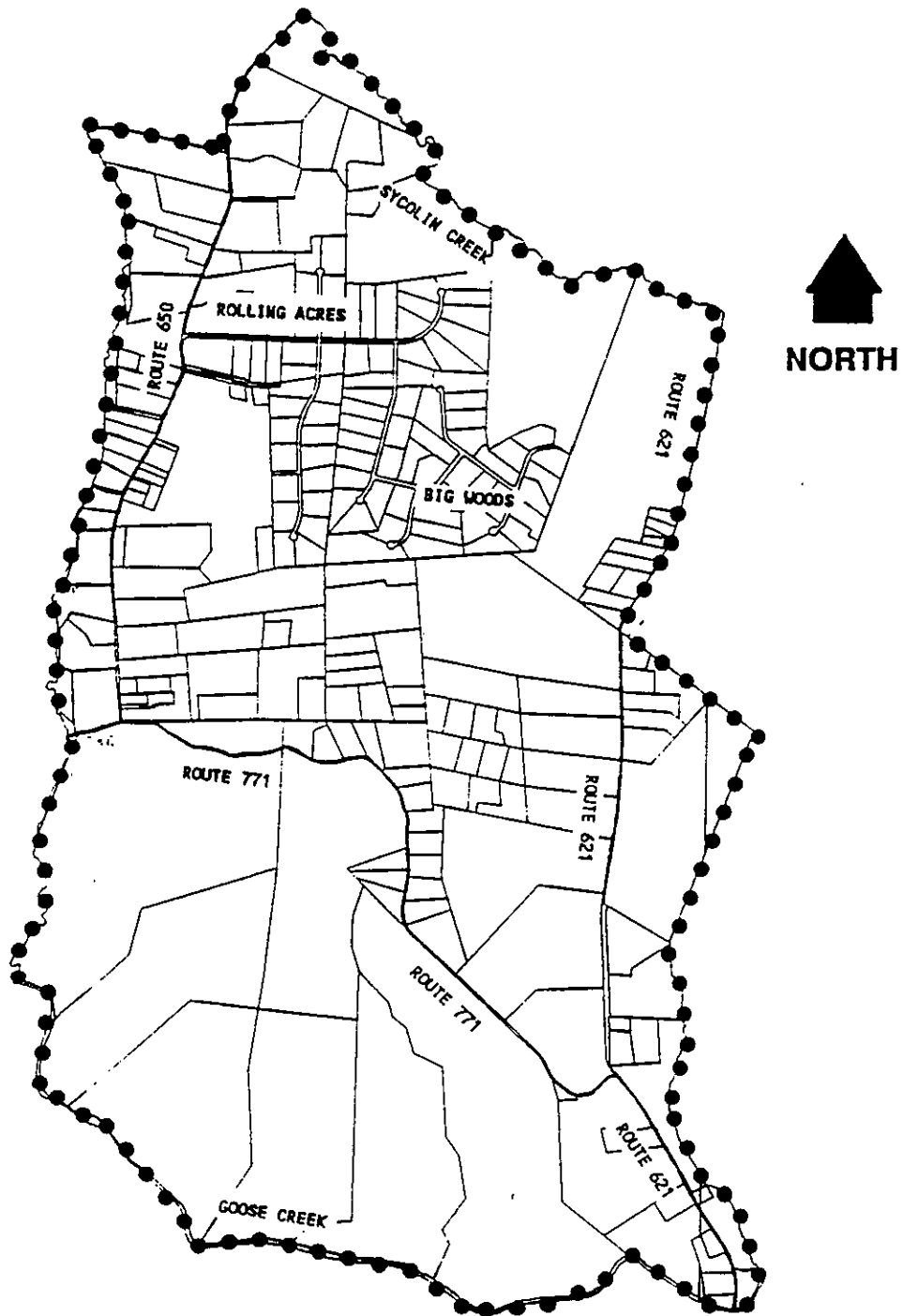
NEW FIGURE 28A,
LOCATION OF THE EXTENSION OF THE WATER TRANSMISSION LINE
TO SERVE THE LANDFILL WATER SERVICE AREA/DISTRICT,
NEW PAGE 84A

Insert the following new figure:



NEW FIGURE 28B,
LANDFILL WATER SERVICE AREA/DISTRICT,
NEW PAGE 84B

Insert the following new figure:



CPAM 1994-0002
Lansdowne/Adult Retirement
Housing, Institutional Uses

Adopted November 16, 1994

PROPOSED POLICY LANGUAGE

November 16, 1994

Amend Page 54, "Land Use Matrix - Regional Office to add institutional uses as follows:.

Limited Commercial use, campus style complexes consisting of administrative, business, professional offices, research and development activities, and institutional uses.

Amend page G3 in the Glossary to add the following:

Civic Uses: Public or quasi-public institutional uses in Residential or Business Communities which primarily serve the immediate community and which due to their small size, design and limited ancillary activities (traffic, parking, noise, or similar activity) are compatible with the surrounding residential or business uses. Such uses may typically include small churches, fire and rescue facilities, schools, daycares, group homes, community centers and neighborhood recreational facilities (pools, club house, tot lots...).

Amend page G4 in the Glossary to add the following:

Institutional Uses: Government offices and facilities; and public or private health, recreational or educational uses and facilities such as parks, schools, training centers, universities, libraries, hospitals, camps, congregate care facilities or similar facilities.

Add new paragraph C. Adult/retirement Housing, page 66, to read:

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 participate in the community. Housing for the active, elderly should also incorporate on-site facilities and services or ensure that the residents have convenient access to needed services and amenities. Such housing is typically moderate to high density development and therefore should be limited to urban growth areas of the County where residential uses are otherwise permitted.

Add new, policies 1., 2. and 3. Adult/retirement Housing Policies, page 66:

Adult/retirement Housing Policies

1. Adult/retirement communities are encouraged in areas where conventional residential development is also permitted provided:
 - a. the proposed adult/retirement community includes on-site services and amenities to serve the elderly community or is in close proximity 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; and
 - d. the adult/retirement community complies with the relevant design and location criteria for Urban Communities.
2. Adult/retirement communities shall not be included in the calculation of the conventional residential density or residential land area of a mixed use development.
3. In a Business Community, an additional five percent (5%) of the project land area may be added to the residential mix of uses for adult/retirement housing.

Add new Proffer Policy 9., page 69:

9. Proffers related to adult/retirement communities will be evaluated based on 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.

Amend page 112, "Business Community - Regional Office Policies" to read:

Add new paragraph at end of first paragraph:

The General Plan supports the continued growth of educational and institutional uses as complementary uses to regional office development. The recently adopted

"Economic Development Plan and Growth Strategy" relies on educational and institutional uses to promote continued business growth in the County and is an important economic development component in the Plan.

Amend page 112, Regional Office Policy 3, to read:

3. The land use mix (measured as a percentage of land area) in Regional Office areas will generally comply with the following ratios:

	Minimum Required	Maximum Permitted
a. Traditional or Urban Neighborhoods:	15%	30%
b. Regional Office/Institutional Uses:	50%	70%
c. Commercial Retail & Services:	0%	10%
d. Light Industrial/Flex:	0%	30%
e. Overall Commercial and Light Industrial (c. and d.):	0%	30%
f. Public Parks, Civic Space and Open Space: Open space and public parks will be a minimum of 5% of the total land area.	15%	no max
f. Public and Civic:	10%	no max
g. Public Parks & Open Space:	5%	no maximum

Amend page 112, Regional Office Policies, to add the following policy:

4. To determine compliance with the recommended land use mix, proposals for Regional Office Community developments shall distinguish between institutional, open space and civic uses to ensure that property is not credited towards more than one of these categories.

CPAM 1994-0004
Rural Village: Amendment to the
Rural Community Design Guidelines

Adopted December 21, 1994

CPAM 1994-0004: RURAL VILLAGE: AMENDMENT TO THE RURAL COMMUNITY DESIGN GUIDELINES LOUDOUN COUNTY CHOICES AND CHANGES GENERAL PLAN: Chapter 8, Rural Village, pp. 220-227.

ADOPTED BY THE BOARD OF SUPERVISOR, DECEMBER 21, 1994

RURAL VILLAGE COMMUNITY DESIGN GUIDELINES

1. Purpose & Function:

Rural villages represent one of the County's preferred rural development options. Rural villages are intended to provide a voluntary development alternative to the large lot A-3 development in rural Loudoun. The objective of the rural village is the creation of a rural development pattern which enhances the natural landscape and scenic vistas while retaining, preserving and protecting farmland, open space, natural resources, and environmentally sensitive areas.

The development of new rural villages is intended to occur at a scale which will reflect and continue Loudoun's traditional and rural land use pattern with limited bonus densities to provide incentives for landowners to select this preferred development pattern. The rural villages are intended to serve as physical, social and economic centers in the rural areas of Loudoun, building upon and reinforcing Loudoun's traditional village settlement pattern. Rural villages are considered the appropriate location for civic uses, such as schools, government offices and churches, and a variety of economic functions such as stores, workplaces and residences, for a variety of residential building types. Each village is intended to be serviced by its own public water and sewer facility.

2. Size

The size of each rural village will be a function of the A-3 development potential of the land to be included in the village district. The village will be a minimum of 300 acres in size, with no less than eighty percent (80%) of the gross land area being subject to a permanent open space easement and not more than twenty percent (20%) of the gross land area constituting the village center. Each village shall have at least two (2) types of subdistricts; a village conservancy, which can include an optional satellite conservancy area, and a village center.

In the village center up to 300 residential units, exclusive of conservancy dwellings or bonus conservancy units, with associated commercial, office and service functions will be built on a minimum of 60 acres in a compact manner to encourage pedestrian use. The village center will be surrounded by open space, known as the village conservancy of at least four times the area of the village proper (a minimum of 80% of the rural village district). A village may also include a satellite conservancy area of at least 50 acres in size which is detached from the village center. Density from this area may be transferred into and increase the total development potential of the village. Increases in the development capacity resulting from such transfer to the village center shall be no more than 20%.

CPAM 1994-0004: RURAL VILLAGE: AMENDMENT TO THE RURAL COMMUNITY DESIGN GUIDELINES LOUDOUN COUNTY CHOICES AND CHANGES GENERAL PLAN: Chapter 8, Rural Village, pp. 220-227.

ADOPTED BY THE BOARD OF SUPERVISOR, DECEMBER 21, 1994

The maximum residential development potential of a village will be no greater than one (1) dwelling unit per three (3) net acres. To reach the 300 unit cap, a 35% dwelling unit bonus, based on the net density, is provided as an incentive for selecting the village option. An additional 15% bonus density is provided if a mix of unit types within a village is developed. This bonus density, like the 35% bonus is intended to be used to reach the 300 unit cap and may not be used to exceed it; whereas, the conservancy lots and the 100 acre conservancy unit bonuses are in addition to the 300 unit cap.

3. Physical Character

The village center will provide for a compact development pattern which includes residential neighborhoods, complemented by civic and business users, and parks, squares and greens. The retail shops and services are intended to support the needs of village and neighboring residents. The village is intended to provide employment opportunities at a scale compatible to the village. To achieve that goal, a minimum of 3,000 square feet must be reserved for business and employment uses. The maximum size of this non-residential area will be five (5) acres.

The village center will be built in a generally rectilinear pattern of interconnecting streets, defined by buildings, street furniture and landscaping as distinct places to be shared equally by pedestrians and cars. The rectilinear block pattern is viewed as the main organizing feature of the village. The perimeter of the blocks should range between 1,100 to 1,800 feet in length.

A hierarchy of parks and squares will be distributed strategically for maximum benefit throughout the village and culminate in a central civic space called the village green. The village green should be at least 20,000 square feet in size while the other greens should be a minimum of 10,000 square feet in size. Overall, at least 1% of the village district will be reserved for the development of the parks and greens and another .6% shall be reserved for civic uses.

Four different types of land uses compose the village: residences, retail establishments, businesses, and conservancy areas. While a variety of uses will be allowed in each area and overlap functions in the others, the physical character of each area should distinctly reveal its overall character - through the careful placement of buildings on each lot so as to define street and civic spaces, street furniture and paving.

CPAM 1994-0004: RURAL VILLAGE: AMENDMENT TO THE RURAL COMMUNITY DESIGN GUIDELINES LOUDOUN COUNTY CHOICES AND CHANGES GENERAL PLAN: Chapter 8, Rural Village, pp. 220-227.

ADOPTED BY THE BOARD OF SUPERVISOR, DECEMBER 21, 1994

Lot design and building footprints within each section should vary to permit a range of activities and intensities of use. Such variety will also contribute to village flexibility whereby changing economic conditions may be accommodated by the expansion or contraction of uses within the fixed boundaries of the village .

The village center will be distinguished from the village conservancy by a well defined "hard edge" of closely spaced buildings in contrast with the open space of the conservancy itself. The conservancy shall create visual and physical separations between the village center, the surrounding countryside and any neighboring hamlets, villages and towns or surrounding lands. The village conservancy should generally be no less than 800 feet in width and if less than 800 feet in width shall provide comparable screening.

The village conservancy, being the land from which the dwellings in the village center have been transferred, should have an open character of farms, forests and open space. The design of village conservancy lots should take into consideration the soils, topography and hydrology in order to permit a variety of farming and forestal uses. The conservancy area is intended to provide a buffer between village centers and the surrounding rural areas. The village conservancy may be developed for recreational, gardening, equestrian and other activities which do not require extensive buildings and which will generally be open in character. Conservancy land should be permanently protected from subdivision of lots averaging less than 50 acres with one principal structure per lot, and subject to the dedication of common open space conservation easements. Satellite conservancy lots shall also be a minimum of 50 acres in size. Conservancy lots are considered bonus units. To encourage larger conservancy lots which protect even greater acres of open space, an additional four (4) unit bonus will be given for each conservancy lot of 100 acres or greater. Both the conservancy units and the 100 acre conservancy bonuses may exceed the 300 unit cap.

4. Location and Formations

Village centers should be located to preserve and/or enhance views of Loudoun's significant mountain views. Furthermore, the village center should not be located in areas of predominant steep slopes (grades at or in excess of 25%), nor in limestone outcrop/sinkhole areas, nor on former waste disposal sites. Additionally, a village center may generally not be located closer than one (1) mile from the edge of another village center or closer than three (3) miles for the boundary of the Waterford National Historic Landmark. However, such spacing may be reduced

CPAM 1994-0004: RURAL VILLAGE: AMENDMENT TO THE RURAL COMMUNITY DESIGN GUIDELINES LOUDOUN COUNTY CHOICES AND CHANGES GENERAL PLAN: Chapter 8, Rural Village, pp. 220-227.

ADOPTED BY THE BOARD OF SUPERVISOR, DECEMBER 21, 1994

following County review and findings that a modification would preserve land of significant environmental sensitivity, open space and farmland of historical/cultural importance. In such circumstances every effort should be made to keep individual villages visually distinct.

In addition to the land forming the compact district of the village center and conservancy, a rural village may also include lands not directly adjacent to the main block called the village satellite conservancy. A portion of the tract forming a village satellite conservancy should generally be located within one and one half miles of the principal conservancy, but such satellite parcels may be located at a greater distance subject to a determination that an area of significant environmental sensitivity, open space and farmland of historical/cultural importance would be preserved. As with the conservancy lots, satellite conservancy lots will also be placed under permanent open space conservation easements which limit permitted uses.

5. Land Uses

The village center should be the focus of a variety of land uses, which include three (3) designated areas: residential, commercial and workplace. The commercial area should be the central land use for the village center with a variety of shops, offices and civic uses. It should also be the location of accessory residential apartments built over the stores and offices. Townhouses should also complement the development pattern of the commercial area. This area should then be surrounded by single family detached dwellings. Workplace uses which may complement, but could have adverse impacts to businesses and residences, should be located adjacent to these areas and be appropriately buffered.

The village conservancy and satellite conservancy may be developed for public and private recreational, equestrian, gardening and other uses of an open character. Otherwise, village conservancy lands should be used for farming and forestal uses, with a maximum residential development density of one dwelling per 50 acre lot. The village conservancy, as with common open space associated with the village, will be protected from further development by permanent open space easement.

6. Design:

The layout of the blocks within the village center should work with the natural topography of the site. Additional street definition should be achieved by emphasizing block corners and by designating streets to close or visually terminate

CPAM 1994-0004: RURAL VILLAGE: AMENDMENT TO THE RURAL COMMUNITY DESIGN GUIDELINES LOUDOUN COUNTY CHOICES AND CHANGES GENERAL PLAN: Chapter 8, Rural Village, pp. 220-227.

ADOPTED BY THE BOARD OF SUPERVISOR, DECEMBER 21, 1994

on a significant feature and/or natural view. The blocks should minimize both front and side yards, garage aprons and entrances and blank walls and should generally have as narrow a width as is practical in order to encourage pedestrian movements.

The overall character of the blocks should not be dominated by garages. Garage doors should not be on the principal facade of townhomes and garages associated with single family detached structures should either be placed behind the principal structure. In general, parking should be to the rear of the lots. Curb cuts for driveways onto the village roads should be discouraged; however, parallel parking in the front is acceptable.

Landscaping is a key design component of the village. The preservation of existing trees, hedgerows and other natural vegetation during the design of the village is encouraged. Street trees should be planted along the streets to complement the village houses. Landscaping will be required to buffer incompatible uses from negatively affecting other uses.

7. Public Facilities

a. Transportation

Every village district should have two access points to paved two lane roadways designated as "Significant Rural Transportation Routes and Corridors" in the Zoning Ordinance. In addition, any other secondary roads which are improved to County standards in the future may also be considered adequate access points for villages.

The County will review access to the rural village as part of any rezoning to ascertain that such roads are either adequate to safely carry the projected additional traffic or that the developer is prepared to make improvements to render them safe for the additional traffic. Existing collector roads will not serve as internal streets within the village district unless a new collector bypass road is built.

The village district may be served either by public roads, those which meet the Virginia Department of Transportation's (VDOTs) standards, or private roads, those which meet the County's private road standards. The County will seek VDOT approval of supplementary, low speed, low traffic volume, urban-oriented design regulations for village center local access streets. Such

CPAM 1994-0004: RURAL VILLAGE: AMENDMENT TO THE RURAL COMMUNITY DESIGN GUIDELINES LOUDOUN COUNTY CHOICES AND CHANGES GENERAL PLAN: Chapter 8, Rural Village, pp. 220-227.

ADOPTED BY THE BOARD OF SUPERVISOR, DECEMBER 21, 1994

internal streets should be designed to generally follow and preserve existing fence lines, hedge rows and stone walls; minimize the alteration of natural site features; improve the view of and from buildings, prominent vistas and the village buffer; promote street design which is as convenient and pleasant for pedestrian as vehicular traffic; promote the creation of terminated vistas. Furthermore, internal streets connecting workplace and commercial areas directly with the regional collector and arterial road network should generally not pass through residential areas.

All lots within the village center should have access to pedestrian and vehicular routes. At a minimum, sidewalks should be provided on one side of the street throughout the village center. Sidewalks should be provided on both sides of a street in commercial and townhouse areas. Landscaped buffers should be developed between the workplace and commercial areas and the residential areas.

b. Parking:

Parking for residential and non-residential uses should be located at the rear of lots and no off-street parking lots should be permitted in front yards. Parallel parking should be provided on the streets which front such lots.

Access for off-street parking should be by alleys, connections between adjacent parking lots and side streets. Driveway curbcuts on neighboring streets serving residential lots may be allowed if spaced to allow sufficient room for parallel parking. Off street parking areas and garages in a village center should be designed to have low visibility and consequently shall not be located at the visual termination of roads and streets and shall not be the principal use of corner lots. To this end, garages and carports should be offset from direct view and should be located a minimum of six (6) feet behind the principal building facade. Any parking lot which abuts a street should be buffered by a landscaped strip no less than ten (10) feet wide and planted with a continuous row of shrubs no less than 3 1/2 feet high, and/or shielded by a wall no less than 3 1/2 feet and no more than six (6) feet high.

c. Water

The village center will be served by a communal water supply system, operated by the Loudoun County Sanitation Authority, financed by the

CPAM 1994-0004: RURAL VILLAGE: AMENDMENT TO THE RURAL COMMUNITY DESIGN GUIDELINES LOUDOUN COUNTY CHOICES AND CHANGES GENERAL PLAN: Chapter 8, Rural Village, pp. 220-227.

ADOPTED BY THE BOARD OF SUPERVISOR, DECEMBER 21, 1994

users of the system and constructed at the time of the village's formation. The County will consider the use of sustainable groundwater sources for the village and/or a surface water system. Lots within the conservancy and satellite conservancy, which are not adjacent to the village center, may be served by private wells.

d. Wastewater

The village center will be served by a communal wastewater system, operated by the Loudoun County Sanitation Authority, financed by the users of the system and constructed at the time of the village's formation and meeting public health and environmental objectives described elsewhere in County and State codes, ordinances and plans. Lots within the conservancy and satellite conservancy which are not adjacent to the village center may be served by private septic systems.

e. Civic Facilities

Every rural village will have a central civic space called a village green. Additional parks and squares and civic facilities will be distributed throughout the village center for maximum benefit to all residents. The main village green should be at least 20,000 square feet while other greens should be a minimum of 10,000 square feet. At least 1% of the village center will be reserved for greens, parks and squares. An additional .6% of the village center shall be reserved for civic lots.

8. Satellite hamlets

Associated with the village conservancy may be one or more satellite rural hamlets. Such satellite hamlets may be included in the rural village water and wastewater utility district. The combined number of single family detached dwellings in such satellite hamlets should not exceed that of the single family detached dwellings within the rural village center, while dwellings located in such satellite hamlets may not be used in the calculation of residential and non-residential bonuses associated with the rural village district. While the configuration requirements of the satellite rural hamlet proper lots will match those of rural hamlets (see below), satellite rural hamlet conservancy and common open space lots will match those of the rural village conservancy.

*PMB:pmb
\\rvdraft.bos*

CPAM 1994-0008
Middle Goose Creek Timeline

Adopted March 15, 1995

OPTION TWO

Proposed amendment to Chapter IV, Section C, Phase III Urban Growth Area policies located on pp. 93-94 of the Choices and Changes: Loudoun County General Plan

C. Phase III Urban Growth Areas

The third expansion of the Eastern Urban Growth Boundary represents the ultimate urban area envisioned by the General Plan. The Phase III Urban Growth Area will include the Sycolin/Lower Goose Creek and Middle Goose Creek planning areas.

Phase III Policies

1. The County will complete detailed area management plans for the Phase III Eastern Urban Growth Areas in preparation for their transition from rural to urban areas as set out in this Plan. ~~The area plans will be completed by July 31, 1995. The County Board of Supervisors will develop a schedule for completion or adoption of detailed area plans for all or portions of the Phase III Urban Growth Area (and in particular, the Middle Goose Creek area) following completion and adoption of the County's 10 year capital needs document.~~
2. The Phase III Eastern Urban Growth Areas will be subject to all goals and policies applicable to the designated Rural Area (see Chapter Six) and will be deemed to be Rural Areas until such time as the Phase III area is designated for immediate urban development by General Plan amendment or an area plan.
3. ~~If the County has not adopted an area management plan for the Sycolin/Lower Goose Creek and Middle Goose Creek planning areas by July 31, 1995, rezoning applications for the Sycolin/Lower Goose Creek and Middle Goose Creek areas may be approved for the area by the Board of Supervisors in accordance with the goals and policies specific to the Eastern Urban Growth Areas and other pertinent policies of the General Plan, provided:~~
 - a. ~~The development proposal exemplifies the community design, open space and natural and cultural goals and policies of the Plan;~~
 - b. ~~There will be no construction of residential units prior to 1998;~~
 - c. ~~Development will be phased over a minimum 10 year period;~~
 - d. ~~The development is served by public sewer and water in accordance with the LCSA plans and policies;~~

~~e. Transportation improvements are available to support the traffic generated by the development or are included in the development proposal~~

~~f. The County determines that based on the County's Fiscal Policy dated December 17, 1984, Capital Improvement Program and Operating Budgets, it can adequately fund needed facilities and improvements.~~

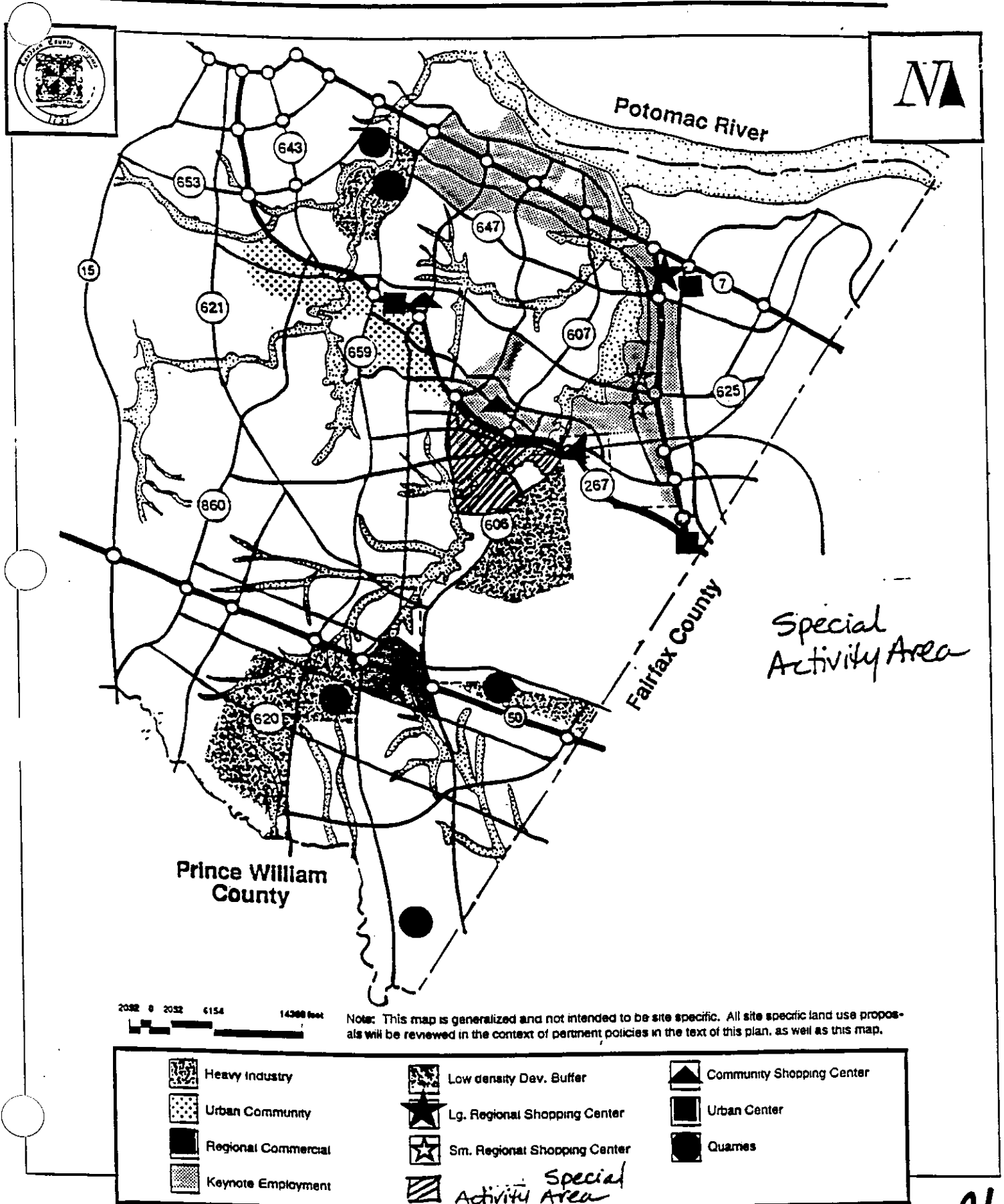
4.3. A rezoning application for property under single ownership which is located in two phasing areas, but substantially located in the earlier phasing area, may be approved during the timeframe of the earlier phase but the time phase restrictions on development of the portion of the property in the latter phase shall apply ~~unless the conditions in policy 3, above, are satisfied.~~

5.4. The availability of arterial or collector links to the Dulles Toll Road Extended or Route 7 should be considered in the review of development proposals.

CPAM 1994-0010
Special Activities

Adopted March 15, 1995

FIGURE 32: SPECIFIED USE



PROPOSED PD-SA LANGUAGE

SPECIAL LAND USES - To replace Special Use Language in General Plan p. 117.

Typically, special uses and activities are not compatible with the mixed use communities defined in the General Plan, due to the single use nature and large scale of these proposals. Special activities and uses include theme parks, professional sports stadiums and conference facilities. The economic benefit of special uses locating in the County is derived from the use itself and from the ancillary development that will likely occur in the vicinity. The possibility that surrounding uses will change based on the special use proposal also exists and will aid in the compatibility of the use itself with the greater community.

Loudoun County offers unique amenities that make it a prime location for special use activities that could serve the region. The combination of relatively open land, the presence of Dulles and Leesburg Airports, the Dulles Greenway and the future transit corridor connecting the metropolitan area makes the Toll Road planning area, in particular, exceptionally attractive to uses considered "special" by virtue of their scale and impact on surrounding properties. The County will encourage the development of special uses and activities in the Toll Road planning area in areas designated for such uses on the Specified Use Map (p. 96) and will evaluate proposed locations by a set of criteria to ensure that adverse impacts can be mitigated and the best site is selected.

POLICY

1. The County will encourage the location of special activity uses in areas identified on the Specified Use Map (p. 96). Special uses which are not permitted in any other County zoning district except the PD-SA zoning district, may only be permitted in the identified special activity area (PD-SA area) on p. 96 and must meet the criteria identified in policy 2, below.
2. In evaluating special use/activity proposals, the Board of Supervisors must determine that the use meets these 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 should also be designed and located to minimize interference with traffic movement on regional 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 minimize or to mitigate environmental degradation and negative 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 (PD-SA) area identified on p. 96, arenas or stadiums should have a building setback of at least 1000' from Route 772 and 300' from the Dulles Greenway.
- h. If the use will be visible from the Dulles Greenway or another arterial, structures should be designed and located to enhance the visual character of the corridor. Outdoor storage or display and activities such as loading areas should not be visible from the Dulles Greenway or other arterial.
- 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.

Figure 32, p. 96 would also be revised as illustrated on Attachment 1.

CPAM 1994-0006
Old Sterling Center

Adopted April 19, 1995

General Plan

1. Amend the text on p. 110 to state that **up to three** small regional shopping center sites are to be located at the intersection of Route 625 with Route 28.
2. Amend Policy #9 on p. 111 to state, **Up to three** small regional shopping centers, **two** not exceeding 850,000 square feet of gross leasable floor area each, **and one not exceeding 400,000 square feet of gross leasable floor area** shall be permitted at the intersection of Routes 28 and 625.
3. Amend the Specified Land Use Map on p. 96 to add the Small Regional Shopping Center designation at the northeast quadrant of the intersection of Route 625 with Route 28.

CPAM 1994-0007
Route 7/Augusta Drive

Adopted August 2, 1995

CPAM 1994-0007
Route 7/Augusta Drive

Adopted by Board of Supervisors
August 2, 1995

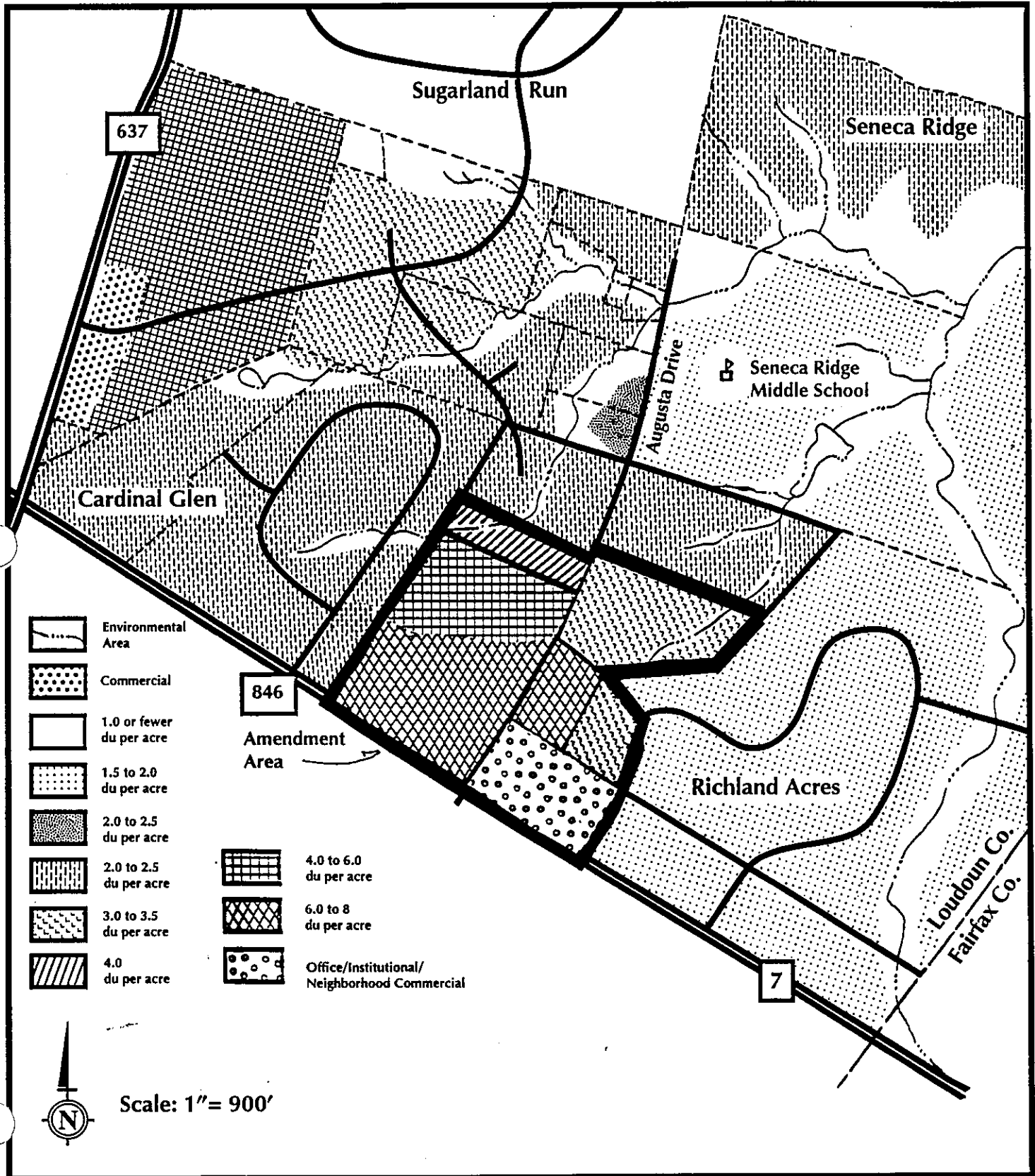
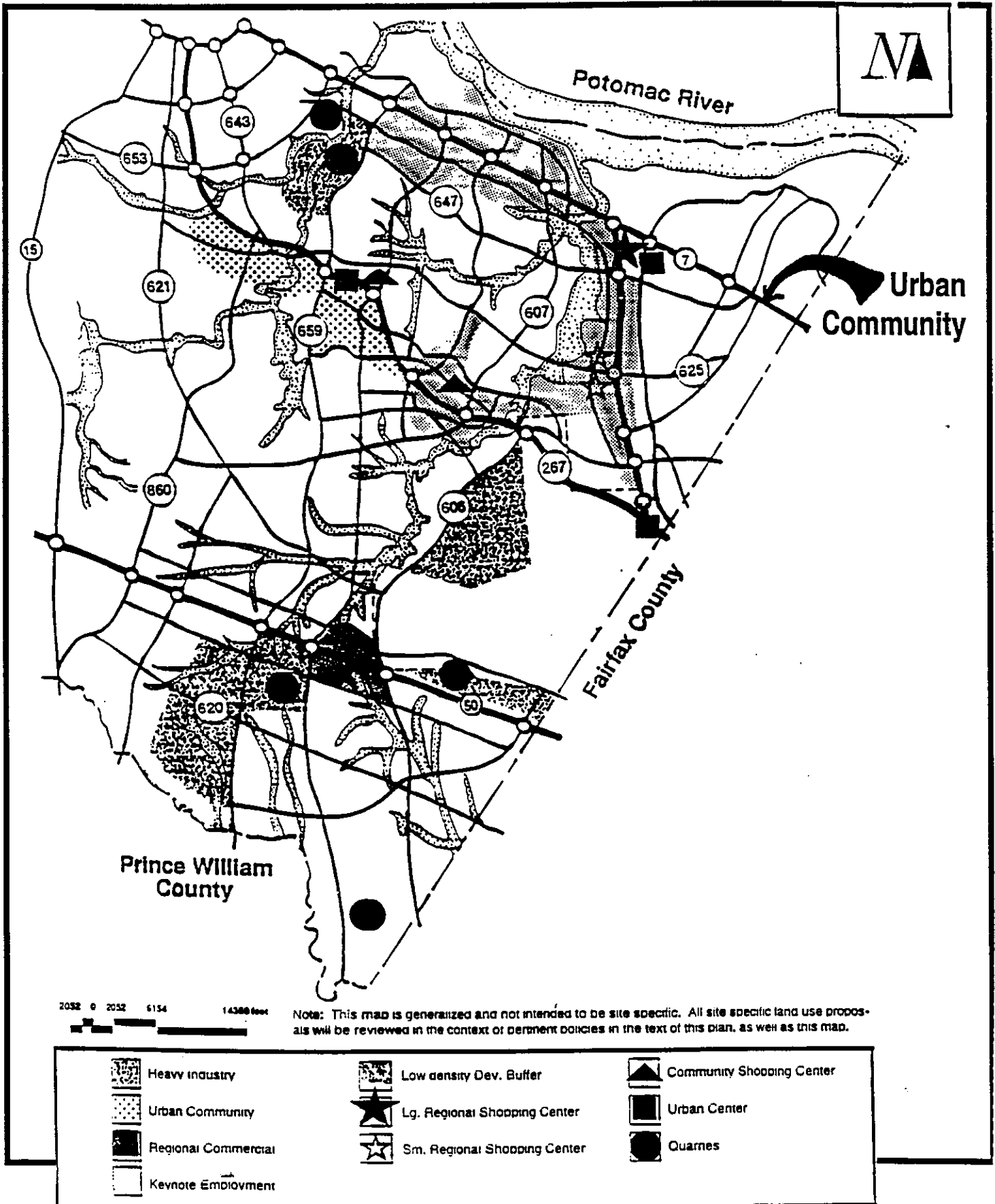


Figure 32
Specified Use

Adopted by Board of Supervisors
August 2, 1995



CPAM 1995-0001
Route 7/Cascades Parkway Interchange

Adopted June 21, 1995

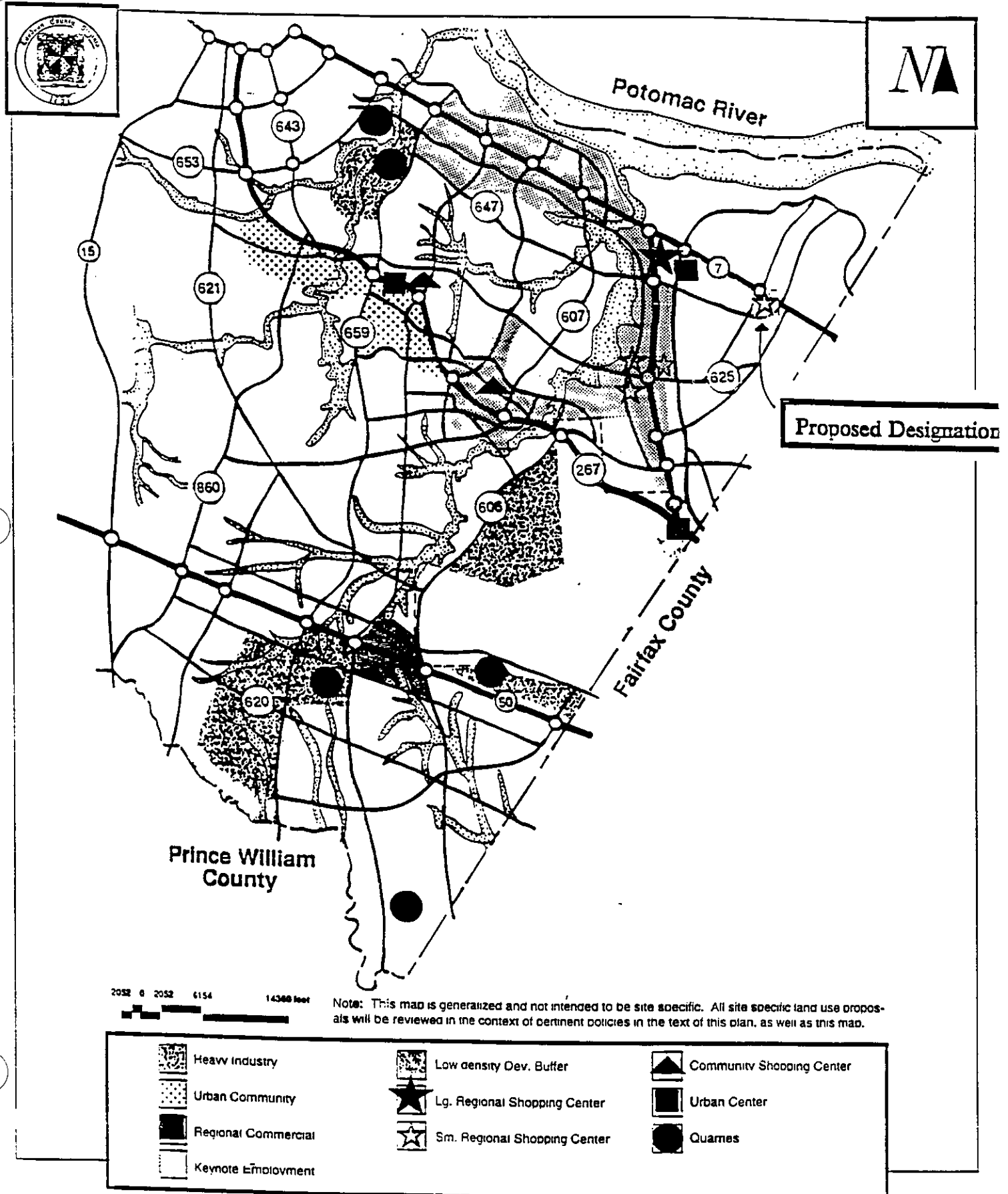
CPAM 1995-0001 - CASCADES INTERCHANGE COMMERCIAL
PROPOSED PLAN AMENDMENT LANGUAGE

(new language is **bold** and removed language is ~~struck through~~):

Amendments to the General Plan:

1. Amend Page 110 to state: "...~~and~~ , up to three small regional shopping center sites at Routes 28 and 625 **and one small regional shopping center site at the Route 7-Cascades Parkway interchange**".
2. Amend Policy 9, Page 111 to state: "Up to three ~~four~~ small regional shopping centers **shall be permitted**. Two **such centers**, not exceeding 850,000 square feet of gross leasable floor area each, and one not exceeding 400,000 square feet of gross leasable floor area shall be permitted at the intersection of Routes 28 and 625 **and one such center, not exceeding 470,000 square feet of gross leasable floor area, shall be permitted at the Route 7-Cascades Parkway interchange provided:**
 - a. the major roads connecting to the interchange are completed or being constructed to their planned ultimate condition (i.e. accommodating four lanes of traffic); and
 - b. the principal access to Route 7 is via the interchange; and
 - c. any secondary access, if required or approved by the Board, to Route 7 is made at an existing intersection.
3. Amend the Specified Land Use Map, Page 96, (Attachment 2) to add the Small Regional Shopping Center designation at the southeast quadrant of the Route 7-Cascades Parkway interchange.

FIGURE 32: SPECIFIED USE



CPAM 1995-0002
Capital Facility Proffer Policy

Adopted October 4, 1995

ADOPTED OCTOBER 4, 1995

A. FISCAL MANAGEMENT POLICIES REVISIONS

Fiscal Management Policies, Chapter 3, p. 66, policy #4, REVISED AS FOLLOWS:

- policy 4. The County will consider proposals of 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, including Agency Service Plans, and Area Management Plans, the County's Capital Improvement Program or the County's Needs Assessment Document.

B. PROFFER POLICIES REVISIONS

1. Proffer Policies, Chapter 3, pp. 68, policy #2, REVISED AS FOLLOWS:

- policy 2. The County will use the County's Fiscal Impact Model to determine capital costs for use in evaluating proffers. Capital facilities costs will be determined by planning district or subareas as defined in the Fiscal Impact Model, the General Plan or subsequent area plans. ~~Areawide land use rollback taxes will be subtracted from the capital facilities costs prior to determining per unit capital facilities costs.~~ The County's Fiscal Impact Model will be reviewed and updated annually.

2. See also revised Figure 3, p. 15, attached.

3. Proffer Policies, Chapter 3, pp. 69, policy 8; REVISED AS FOLLOWS:

- policy 8. ~~Proffers will be at the value as stated in the County's Fiscal Impact Model at the time of rezoning.~~ For the purposes of evaluating proffers, 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 post rezoned state. 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.
- d. Additional specifically proffered improvements such as ballfields.

C. Capital Facilities Proffer Guidelines Revisions

1. **Capital Facilities Proffer Guidelines, Chapter 8, p. 192, policy #2, REVISED AS FOLLOWS:**

- policy 2. Estimated capital facilities costs per unit, by unit type, will be calculated by a Capital Intensity Factor (CIF) based on the Fiscal Impact Model 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 all inputs to the County's Fiscal Impact Model and the Capital Intensity Factors annually. If revisions are proposed, the revisions will be subjected to Board Public Hearing(s). Proposed revisions to the County's Fiscal Impact Model and the Capital Intensity Factor will be generated by staff and forwarded to the County's Fiscal Impact Model Technical Review Committee for review and recommendation prior to Board public hearing.

2. **Capital Facilities Proffer Guidelines, Chapter 8, p. 192, policy #3, REVISED AS FOLLOWS:**

- policy 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 (~~typically land~~ land or improvements), 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, several criteria need to be met:

- a. 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 or Capital Improvement Program. ~~Dedicating facilities for the exclusive use of subdivision or group of subdivision residents does not meet this test;~~ 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 Supervisors' adopted service levels and plans at the date of the official acceptance or at the date of re-activation 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.
- e. ~~Land is deeded to the County or to a state, federal, or regional authority.~~ value of land 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.

D. Density Transfer Guideline Revisions

Density Transfer Guidelines of Chapter 8, p. 195, policy 1, REVISED AS FOLLOWS:

- policy 1
1. Density may be transferred from rural areas that are designated to serve as greenbelts between rural and urban areas or areas that are designated as environmentally sensitive or visually significant, to appropriate urban areas provided that the new development potential does not exceed the receiving area's designated density cap. Development potential transferred from sending areas within the ~~Upper Cateotin, Route 287 North, Route 7 West, Route 15 North, Beaverdam, Upper Goose Creek~~ **Northwest, Route 15 North, Route 7 West Southwest, Route 15 South** or Dulles South Planning Area must be received by a property in one of those same Planning Areas. **However, density shall not be transferred from the Dulles South Planning area to the Purcellville UGA**. Likewise, development potential transferred from sending areas within the ~~Route 7 East, Dulles North, Lower Goose Creek, or Leesburg~~ Planning Areas must be received by a property within one of those same Planning Areas. Density from properties included on the State or National Registers of Historic Places and/or from properties within local historic districts may be transferred, without regard to Planning District boundaries, to any property qualified to receive additional density.

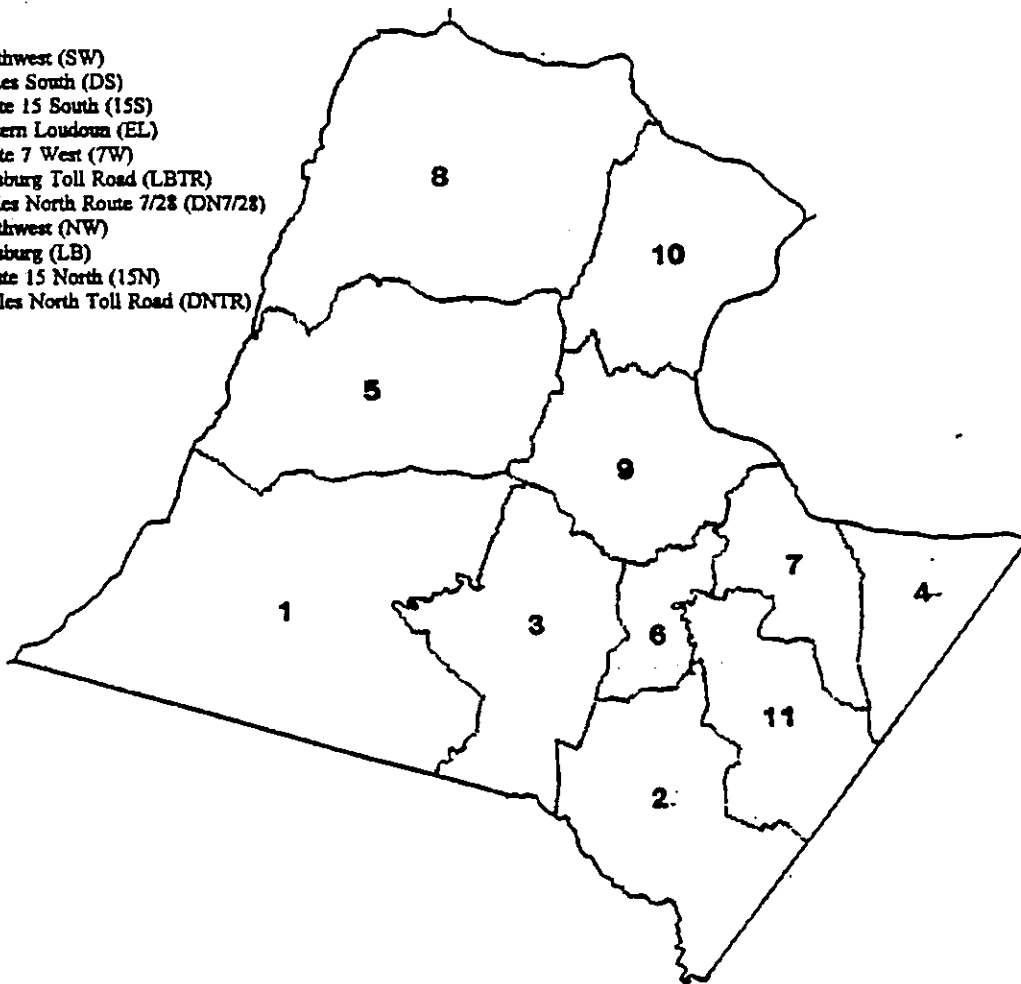
Figure 3.

(Revised)

LOUDOUN COUNTY SUBAREA MAP

Capital Needs Document Subareas

1. Southwest (SW)
2. Dulles South (DS)
3. Route 15 South (15S)
4. Eastern Loudoun (EL)
5. Route 7 West (7W)
6. Leesburg Toll Road (LBTR)
7. Dulles North Route 7/28 (DN7/28)
8. Northwest (NW)
9. Leesburg (LB)
10. Route 15 North (15N)
11. Dulles North Toll Road (DNTR)



CPAM 1996-0003
Strategic Land Use Plan for
Telecommunication Facilities

Adopted November 6, 1996

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.
P.O. Box 7000 Leesburg, VA 20175
(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 County 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;

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 commercial public 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, commercial public 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, the County prefers that new commercial public telecommunication antennas be located on existing buildings, towers, monopoles, water tanks, overhead utility transmission line structures and other tall structures wherever possible. Commercial public telecommunication antennas should be permitted by-right on all existing towers, monopoles, and other tall structures subject to performance standards to mitigate visual impacts.
2. Where it is not feasible to locate on an existing structure, the County prefers that new towers or monopoles 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, commercial public 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 commercial public 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 towers and monopoles to locate in overhead utility transmission line rights of way where there are existing tall structures. The Zoning Ordinance should be amended to allow monopoles up to 199 feet in height by-right, subject to performance standards, within overhead utility transmission line rights of way where there are existing transmission support structures greater than eighty (80) feet in height.

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 commercial public 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 commercial public telecommunication antennas locate on existing tall structures where possible.
2. Except within overhead utility transmission line rights of way as specified in Countywide Location Policies four (4) and six (6), commercial public 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. Commercial public 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 Catoclin, 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.

a:\cpam96-3\cpamfnl.doc

**CPAM 1996-0001, COUNTYWIDE RETAIL
POLICY PLAN AMENDMENT**

Adopted February 19, 1997

I. BACKGROUND

The purpose of this Comprehensive Plan Amendment is to update existing retail commercial policies to accommodate changing trends and to provide consistent policy guidance for retail development in the County's Eastern Urban Growth Area. Loudoun County's Comprehensive Plan consists of the General Plan, several area management plans, strategic plans and related documents. The General Plan provides Countywide goals and policies for managing growth and development while area management plans and strategic plans outline more specific strategies for local planning areas or particular issues.

This plan amendment is a strategic plan for retail commercial development in the County's Eastern Urban Growth Area. It is intended to provide policy guidance to enable the County to capture the retail expenditures of Loudoun's citizens without having the County become a retail center for the Washington Metropolitan Area. It provides specific and comprehensive guidance about the function, location and design of commercial retail centers and uses. As such, these policies supersede General Plan and area plan policies relating to retail commercial development.

The initial recommendations for revisions to the County's retail planning policies were prepared by the Zoning, Comprehensive Planning Committee of the Loudoun County Planning Commission. The full Planning Commission reviewed the Committee's recommendations and certified the final plan amendment language on September 25, 1996. Relevant background data and key findings that shaped the proposed amendments are summarized below.

A. Retail Development Issues

Initial concerns about the County's current retail policies grew out of a series of recent applications seeking commercial retail development in the Route 7 Corridor. These applications raised fundamental questions about how retail centers are classified, where retail development should be located, how much retail development the County can support, and the impact of new retail commercial development on existing retail areas. As discussion of the applications evolved, it became evident that the County needed to take a comprehensive look at its retail policies to ensure that they remain a basis for sound and consistent decision-making.

In May 1995, the Board of Supervisors committed to undertake work on a plan amendment to evaluate the County's retail policies. However, recognizing the need for additional information about the County's retail sector, the Board also requested that the Economic Development Commission (EDC) expand the scope of its annual retail study to include a retail demand analysis for Loudoun County. This retail demand analysis provided the technical and analytical framework for evaluation of the County's retail commercial policies and subsequent

recommendations by the EDC and the Planning Commission. Key findings of that report and the EDC recommendations based on their findings are summarized below. The August 9, 1995 Retail Demand Analysis and Supporting Tables and Worksheets are Appendix B and C of this plan amendment. The EDC's, November 9, 1995 Report - A Review of Loudoun County Retail Policies is Appendix D.

B. The Current Retail Environment

Retail sales in Loudoun County have increased substantially in the past several years, reflecting rapid growth and an increase in shopping choices. In 1994, retail sales in the County topped one billion dollars for the first time in the County's history. However, many Loudoun County citizens continue to shop outside of the County for comparison goods (apparel, home furnishings and fixtures, general merchandise, etc.) since there are limited opportunities to purchase these goods in Loudoun County today. The Retail Demand Analysis report prepared by Economic Development staff estimated "leakage" of retail sales to other jurisdictions for this type of merchandise at \$78 million in 1995.

According to the Retail Demand Analysis, the majority of existing retail space in the County is neighborhood or community-oriented. Loudoun County (including the incorporated towns) contained approximately 3.7 million square feet of constructed retail space in June 1995. Based on the definition of regional retail center used in that report, none of the County's existing shopping centers are classified as regional commercial centers. The County's first regional commercial center, Potomac Run Center (470,000 square feet of retail anchored by several big box users) is currently under construction. An additional 400,000 square feet of large, freestanding commercial uses (Home Depot, Price Club, WalMart, Best) are also classified as regional in nature.

C. Loudoun's Retail Future

The 1995 EDC report recognized that relatively high income levels, rapid growth and other demographic characteristics have made the County increasingly attractive to many established and emerging retailers and heightened pressures on the County to allow additional retail commercial development. Loudoun has become a retail "hot spot", particularly for destination oriented retailers.

Based on 20 year population and income forecasts from the County's recent Zurn Initiative, the Retail Demand Analysis study concluded that an additional 7.1 million square feet of retail space would be needed by the year 2015 to satisfy retail demands within the County. An additional eight million square feet of retail space is already zoned but undeveloped. These projections are based on the assumption that within the Metropolitan Washington Area, a typical household can support 50 to 100 square feet of retail space.

Approximately one-third (2.9 million square feet) of the County's approved, but unconstructed, retail space is regional in nature and comprised of three projects in the Route 28 corridor: Dulles Town Center Mall (1.2 million square feet), Nattak Mall (850,000 square feet), and Dulles 28 Centre (833,000 square feet excluding the auto park). The remaining square footage is planned in neighborhood or community-oriented centers.

Taking this information at face value, it appears that Loudoun County has sufficient land zoned for commercial development to satisfy projected consumer demand through 2015; however, the County continues to hear from the retail community that the areas currently zoned for retail development are not located where the retailers want to be and that site selection is limited.

The EDC reviewed the Retail Demand Analysis information and reviewed the County's current planning policies to determine how well the County is prepared to address future retail development. The EDC concluded that the County's current retail policies were fundamentally sound but a few key policy revisions were needed. The EDC's key recommendations included:¹

- Emphasizing the Route 7/Route 28 intersection as the focus of the County's destination retail development to spur the synergy provided by the clustering of retail uses and allowing them to season before additional uses are approved;
- Defining the function and limiting the amount of retail uses allowed in Business Communities to protect the County's vision of Route 7 and other major corridors for Keynote Employment development.
- Defining retail relative to its function and market responsiveness and ensuring consistency in County documents;
- Broadening the combinations of retail uses allowed in certain areas (i.e., industrial) to provide flexibility and reflect retail trends;
- Developing retail corridor identities by establishing design guidelines affecting signage and landscaping;
- Providing certainty to protect existing and zoned retail uses when land use changes occur.

¹

The full text of the EDC recommendations can be found on pp. 4-7 of Appendix D - "A Review of Loudoun County Development Policies" Loudoun County Economic Development Commission, November 9, 1995.

D. Key Findings/Recommendations

The Zoning, Comprehensive Planning Committee received input and recommendations from a variety of sources during its policy deliberations. Key resources included the recommendations of the EDC, public input and discussions with members of the development community. The Committee also allowed public input at the beginning of each Committee meeting. The comments of all of these groups helped to shape the final recommendations of the Committee. In making its recommendations, the Committee sought, among other issues, to balance public and private sector interests; to assess traffic and visual congestion versus the need for visibility and access; to maintain sight of broad economic development objectives in the face of the short-term, "hot" retail market; to seek viable, supportable commercial retail and avoid speculative development.

The Planning Commission held a public hearing on July 10, 1996, to receive public comment on the proposed plan amendment language. The Commission forwarded the plan amendment to the Board of Supervisors with a recommendation of approval on September 25, 1996.

Key policy recommendations are summarized below:

1. Revise the County's Retail Hierarchy

The General Plan's current hierarchy of retail centers is not consistent with area plan documents and emphasizes center size rather than function. The revised policies emphasize function as the most important characteristic defining retail centers. A new retail matrix is proposed that recognizes the fundamental difference between retail uses that serve a regional market and need to be located along major corridors and those that are community-serving and that should be located within the areas they serve.

2. Destination Retail needs to be Directed to Appropriate Areas in Principal Arterial Corridors

The policies clarify the definition of "destination retail" uses and provide specific policies regarding the location of these uses to keep inappropriate retail development out of residential areas. Policies limiting the development of destination retail to specific areas in the Dulles Greenway, Route 7 and Route 50 corridors will protect these areas as office/employment corridors consistent with the County's long-term vision. At the same time, policies reinforce the Route 28 corridor as the preferred location for destination retail uses, emphasizing a longstanding County policy.

3. The County needs to Recognize and Provide Opportunities for New Forms of Retail Commercial Development

The EDC report highlights changing retail trends that will affect retail development in the future. The revised policies seek to accommodate limited accessory retail commercial uses in industrial zoning districts. The policies also clarify the intent of retail uses in non-residential communities and provide specific guidelines to accommodate big box and other large format retailers to ensure that uses are as attractive as they can be and appropriately located.

4. Channel Community Serving Retail to Appropriate Locations and Consider Market Area As a Factor in Future Retail

The policies provide specific design and location criteria for retail uses located in residential areas to ensure that retail development does not negatively affect residential neighborhoods. Community-serving retail applications would also include a market analysis to help avoid market saturation and development of non-viable retail uses.

5. Provide Incentives to Keep Existing Retail Areas Viable and Encourage Other Uses for Less Viable Retail Sites

New policies are recommended to expand the County's support for existing retail areas. A key policy recommendation is to allow for reduced fee rezonings or a waiver of rezoning fees to allow less viable retail sites to be rezoned to a more appropriate commercial use.

II. GENERAL RETAIL POLICIES

Convenient, well designed, attractive shopping centers can act as activity centers for residential neighborhoods that contribute to community identity, sense of place and overall quality of life. Large scale retail centers that, by their nature, draw shoppers from a wide market area act as economic assets that augment and diversify the local tax base. For these reasons, the County intends to provide a full range of shopping opportunities within its boundaries to meet the consumer needs of its citizens.

Since there are differences of scale and function between retail uses that serve an immediate area and those that depend on a wider market, the County has divided retail activities into two broad categories that reflect these fundamental differences: Corridor-Based Retail and Service Area-Based Retail. Corridor-Based Retail uses are, automobile oriented and require a supporting road network that can accommodate high traffic volumes. Corridor-Based Retail activities will be directed to non-residential areas in existing and planned principal arterial corridors. Service Area-Based Retail will be

designed and scaled for the intended service population and will act in a support capacity to the residential or employment area it serves.

1. Loudoun County seeks to maintain a robust retail sales sector to meet the needs of the growing population, while mitigating impacts on residential areas, traffic, and other forms of economic development.
2. The County seeks to capture 100% of Loudoun's retail sales expenditures.
3. Retail commercial development in the Eastern Urban Growth Area includes a variety of retail types divided into seven broad functional classifications. Four of these retail types are community serving, or Service Area-Based Retail and will be designed to respond to the particular characteristics of the residential or employment community being served: Neighborhood Convenience, Neighborhood, Community, and Employment Supportive. The other three retail types are broadly described as Corridor-Based Retail Uses. Destination, Freestanding, and Flex Retail uses are oriented along, but will not have direct access to, principal arterial corridors since they are auto-oriented. The Retail Types matrix on p. 22 provides a broad overview of these retail classifications. More specific descriptions, policies relating to each type of retail, and criteria for evaluating retail proposals by retail type are included on pp. 7-18.
4. Each application for a commercial retail rezoning must include a statement describing the catchment or market area to be served and a statement of justification that contains an analysis by the applicant of existing and proposed competing projects.
5. The County seeks to differentiate between Service Area-Based retail uses that serve specific residential or employment communities and Corridor-Based Retail which provides locations for destination retail. The size, format, and tenant make-up of retail uses will depend on the size of the catchment area and the characteristics of the site (i.e., access, type of community, location, function) as well as the nature of existing and planned retail uses serving the catchment area. The Retail Types Matrix (p. 22) summarizes guidelines for evaluating retail use proposals. The individual components of the matrix should be used as general guidelines for future retail development in conjunction with the policies contained herein. The text of these policies control in cases of differences between the policies and the matrix.
6. The County seeks to prohibit strip commercial development. Strip commercial development is characterized by multiple entrances serving individual uses, minimal setbacks and landscaping, multiple signs and structures without a unified design scheme.

7. The County may consider rezonings of properties in the Village of Ashburn, the Village of Arcola, and the Old Sterling mini-plan area to allow for individually owned, small scale specialty or local commercial and business uses provided that the proposed use is designed to be compatible with the character of the village or the Old Sterling area.

III. CORRIDOR-BASED RETAIL POLICIES

Large scale retail uses demand a regional market, relying almost solely on automobile access. Therefore, they will be located outside of Residential Communities along planned and future principal arterial corridors where the County's transportation network can best accommodate auto intensive retail uses (see maps pp. 23-26). Corridor-Based Retail uses include Destination Retail Centers, Freestanding Retail uses and Flex Retail uses, all of which act as destinations that attract customers from a regional market. Policies pertaining to Corridor-Based Retail uses are focused on mitigating the negative impacts of large scale retail development, accommodating new retail forms such as big box retail and warehouse clubs, and expanding opportunities for appropriate retail development in industrial areas.

A. General Policies

1. Corridor-Based Retail uses will not be permitted outside the County's designated Eastern Urban Growth Area.
2. Corridor-Based Retail uses will be prohibited in Residential Communities in the Eastern Urban Growth Area.
3. Corridor-Based Retail uses will be located in existing and planned principal arterial corridors subject to specific location, transportation, design and development criteria set forth below:
 - a. Appropriate transportation infrastructure is or will be available to minimize disruption of traffic flows on principal arterials;
 - b. The negative impacts of Corridor-Based Retail uses will be minimized;
 - c. Development of Corridor-Based Retail uses will be promoted at appropriate sites as designated on the maps on pp. 23-26.

B. Destination Retail

1. Destination Retail uses should be clustered to achieve a pattern of coordinated and complementary retail areas offering a wide range of retail services. Destination Retail areas offer a variety of comparative and

speciality retail shopping goods and may include an entertainment component such as theaters. Destination Retail areas may include a variety of building configurations including multi-tenant shopping centers, enclosed malls or freestanding large superstores and big box retail uses. Destination Retail centers (generally ranging from 250,000 to 1.5 million square feet) typically serve a market area of 5,000 to 30,000 households that may include communities within or outside the County.

2. The Destination Retail land use designation specifies those areas where the development of Destination Retail uses can occur. (See the maps on pp. 23-26). Destination Retail areas overlay the existing land use designations of the General Plan (as amended), and applicable area plans (as amended) providing development options for properties located within the destination retail areas. For example, a property located in the Destination Retail overlay may be developed either in Destination Retail uses or in a use that conforms with the land use designation underlying the Destination Retail use designation.
3. The County encourages the clustering of Destination Retail uses in locations where planned and existing intersections and interchanges can support high traffic volumes.
4. The transportation implications of Destination Retail development will be evaluated on a site specific, corridor specific basis. However, all new Destination Retail uses must meet the following minimum criteria:
 - a. No direct access to a principal arterial will be permitted. Access will be provided via major or minor collector roads or minor arterials.
 - b. 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 Destination Retail Center.
 - c. Transportation impacts attributable to the proposed use need to be mitigated.
5. Destination Retail Centers will be designed and sited to mitigate impacts on adjoining land uses. Destination Retail Center traffic will not be routed through a residential development.
6. Buildings visible from principal arterials will incorporate recesses, off-sets, and other architectural details and building materials, and the like to avoid presenting blank walls to the roadway.

7. The County should consider the following criteria in the review of a Destination Retail Center application:
 - a. The proposed use respects the ultimate arterial or major collector road proposed in the Countywide Transportation Plan.
 - b. Utilities are available to accommodate the use.
 - c. Detrimental impacts on adjoining residential communities are mitigated.
 - d. The use does not interfere with the function of adjoining light industries or offices.

C. Corridor Policies

The Route 28 Corridor

1. The area mapped on p.23 in the Route 28 Corridor is the County's preferred location for Destination Retail uses.
2. The County continues to support Destination Retail uses at the southeast quadrant of the Route 7/Route 28 interchange, and the northwest, northeast, southeast and southwest quadrants of the existing Route 625/Route 28 intersection. See the map on p. 23.
3. No new direct access to Route 28 other than that already approved will be allowed for any type of retail development.
4. Destination Retail Centers will access Route 28 only via roads directly connecting to planned interchanges (including at Nokes Boulevard, Route 625, Sterling Boulevard and Route 606).
5. Secondary road access for Destination Retail Centers will be available via the parallel road network (Atlantic and/or Pacific Boulevard) which connects to another arterial such as Route 7 and/or a major collector road such as existing Route 625.

The Route 7 Corridor

1. The Route 7/28 interchange area (as mapped on p. 24) will continue to serve as the focal point for Destination Retail activities in the Route 7 corridor. A smaller node of Destination Retail is located at the southeast quadrant of the Route 7/ Cascades Parkway interchange.

2. The Route 7 corridor, west of Route 28, is intended to develop as the County's premier keynote office corridor. Therefore, no new Destination Retail uses will be permitted west of Route 28 in the Route 7 corridor.
3. No new direct access to Route 7 west of Route 28 will be allowed for any type of retail uses.
4. Provisions should be made for construction of the planned Route 7 north and south parallel roads (Riverside Parkway and Russell Branch Parkway) for Service Area-Based Retail Center applications. Primary access with connections to other arterial and collector roads should be provided.
5. The first occupancy permit for the Destination Retail center on Tax Map 80, Parcel 102 shall not be issued until after the issuance of the first occupancy permit for Phase I (which includes the 3 anchor stores) of the Dulles Town Center Regional Mall.²
6. A 150' building setback will be established along the Route 7 frontage of the Destination Retail center site unless the Applicant shows and the County agrees that allowing buildings within the 100' to 150' setback is permissible. The setback will be measured from the Route 7 six-lane right-of-way.
7. A 100' landscaped buffer will be established along the Route 7 frontage. The buffer should include trees, shrubs, and berming that will effectively and reasonably minimize the visibility of the Retail center and associated parking areas, dumpsters, and loading areas from Route 7.
8. Adequate building and parking setbacks, and buffers will be provided along the Algonkian Parkway interchange and/or ramps to shield the site from Algonkian Parkway.
9. Any side or rear building elevations which have their surface area parallel to Route 7 will have the facade covered generally with the same building materials as those used on the front of the building.
10. Dumpsters will be enclosed and the enclosures should be constructed of building materials that are compatible with the main structures.
11. Loading areas will be oriented to reduce their visibility from public roads and will be shielded by architectural features, walls, fences, or landscaping to minimize their visibility.

²

A definition and clarification of what Phase 1 entails will be provided by the property-owner.

12. The site design and architecture of the Destination Retail center will be generally compatible with the planned Town Center adjacent to it. They will be generally compatible in setbacks, massing, height, scale, materials, facade treatments, landscaping, and signage. Sidewalks and street trees should be incorporated into the site design.
13. The additional trips associated with converting the land use on the Destination Retail site from planned office uses to retail will be mitigated, requiring improvements beyond those already proffered for the approved Dulles Town Center.
14. The ultimate planned road network may not accommodate the traffic generated by adding Destination Retail uses to the uses currently approved on the entire Dulles Town Center property. In which case, improvements beyond those currently included in the Countywide Transportation Plan will be required.

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;
 - l. 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 Dulles Greenway Corridor

1. Destination Retail uses will be located in the eastern end of the Dulles Greenway corridor, extending east from the Route 772/Dulles Greenway interchange to the Dulles Airport property as depicted on the map on p. 25. Destination Retail uses will be located within approximately 2000 feet of the Toll Road interchanges in the area designated as Business Community and Business Employment Community on the Toll Road Plan land use map. Destination Retail uses will be located outside of potential node zones and will be subject to the land use, design, and transportation policies of the Toll Road Plan.
2. Destination Retail Centers will have access to a through, parallel, major collector road which connects to an arterial and/or major collector road.
3. Improvements and upgrades to the existing and planned Dulles Greenway interchanges should be provided by the applicant through the retail application process as warranted by the applicant's pro-rata share of such improvements or upgrades.

D. Freestanding Retail Policies

1. Freestanding Retail uses are comprised of single-tenant, individual stores larger than 50,000 square feet and located on individual parcels not part of a retail center. Freestanding Retail uses will be located in areas the County has designated for Destination Retail Centers and share similar characteristics with such uses, including access points, market area, land use compatibility and floor area ratios, as described on the Retail Types Matrix on p. 22.
2. Freestanding Retail uses will be subject to the transportation policies for Destination Retail uses outlined on p. 8, and will be located in areas identified for Destination Retail as specified in the maps on pp. 23-26.

E. Flex Retail Policies

1. Flex Retail uses are the accessory commercial activities associated with manufacturing, warehousing, distribution, or wholesaling activities that are located in the structure housing the principal use and provide for the retail sale of products produced or stored on site. These uses shall be accessed via roads serving the primary use.
2. The County supports the development of flex-retail uses in the Route 28 Tax District and will amend the PD-IP district to provide more opportunity for flex-retail development.
3. The Zoning Ordinance amendment may provide a percentage range of the floor area to be devoted to flex-retail both by-right and subject to special exception criteria to be specified in the Ordinance, similar to Fairfax County's Zoning Ordinance, and may include establishing a new zoning district.

IV. *SERVICE AREA - BASED RETAIL POLICIES*

Service Area-Based Retail uses are located within or between the neighborhood(s) or the employment centers they serve and are not intended to attract customers from outside that area. They provide a community focus while fulfilling the convenience or routine shopping needs of the County's residents and workers. Service Area-Based Retail uses include Neighborhood Convenience, Neighborhood, and Community Retail centers located in Residential Communities, and Employment Supportive Retail centers located in Business and Industrial Communities. Policies pertaining to Service Area-Based Retail uses focus on the relationship of the retail use to the surrounding community.

A. General Policies

1. Service Area-Based Retail uses, including Neighborhood Convenience, Neighborhood, Community, and Employment Supportive types, will be located in the areas they serve since they are not intended to attract "drive-by" shoppers or function as destination retail.
2. Service Area-Based Retail uses will not have direct access to a principal arterial.
3. Service Area-Based Retail uses will be designed at a pedestrian-friendly scale, providing convenient internal pedestrian access for neighborhood residents or workers. Safe pedestrian access will be provided on-site with a clear separation between vehicular and pedestrian traffic.

4. Service Area-Based Retail uses will be separated from each other to prevent strip commercial development. Neighborhood Convenience and Neighborhood Retail Centers must generally be separated by a minimum distance of 4000' from any other Service Area-Based Retail Center to prevent the consolidation of centers into a larger commercial complex. Community Retail Centers must generally be at least 10,000 feet away from another Destination or Community Retail Center. The separation distance shall be measured between the two closest points. This distance may be reduced where a permanent natural or man-made barrier provides clear visual separation and eliminates the potential for retail uses to merge.
5. The General Plan, the Toll Road Plan, and the Dulles South Area Management Plan include land use ratios defining the mix of uses to be incorporated into the development of mixed-use communities. The percentage of commercial retail and service uses included in the land use mix ratios should generally guide the amount of commercial retail and service uses appropriate to develop in mixed use communities. However, the Service-Area Based retail policies included in CPAM 1996-0001, Countywide Retail Policy Plan Amendment define the characteristics of the commercial retail and services component of the land use ratio and may limit the commercial retail and service component in order to achieve the County's retail development objectives.

B. Neighborhood Convenience Retail Centers and Neighborhood Retail Centers

1. Neighborhood Convenience and Neighborhood Retail Centers will be located in Suburban, Traditional, Urban, and High Density Residential Communities generally internal to the residential neighborhood being served.
2. Neighborhood Convenience Centers are intended to serve immediate, convenience (sporadic or as needed) shopping needs for a limited variety of items or personal services. Although Neighborhood Retail Centers may also service convenience needs, these centers are intended to fulfill the planned routine daily and weekly shopping needs of neighborhood residents for items such as groceries as well as personal services. Neighborhood Retail Centers will be larger than Neighborhood Convenience Centers (generally 30,000-150,000 sq. ft.), but will offer limited comparative goods shopping. Specific characteristics defining the County's objectives for the development of Neighborhood Convenience and Neighborhood Retail Centers are included on the Retail Types Matrix on p. 22.

3. There are a few differences between the two neighborhood retail types. For example, Neighborhood Convenience Centers can be comprised of an individual, freestanding store (generally not over 5,000 sq. ft.) or a group of small stores (generally up to 30,000 sq. ft.) and typically serving a market area of between 500 and 3,000 households. Only carry-out or delivery restaurants will be permitted in Neighborhood Convenience Centers. Pad sites, full service fast food establishments and restaurants will be permitted in Neighborhood Retail Centers. Neighborhood Retail Centers (generally serving up to 3,000 households) will be developed as a focal point of the neighborhood, providing services that reinforce the neighborhood identity and may include civic uses.
4. Neighborhood Convenience and Neighborhood Retail Centers can include such uses as convenience stores, restaurants, gas stations, drycleaners, banks, medical offices and similar uses.
5. The design and siting of Neighborhood Convenience and Neighborhood Retail Centers will mitigate the impacts of parking, signs, lighting, waste storage, and loading on the adjacent neighborhood.
6. Access to Neighborhood Retail Centers will be provided by means of a minor collector or major collector road. Access to Neighborhood Convenience Centers will be provided via major collector roads, minor collector roads and major subdivision streets.
7. All new Neighborhood Convenience and Neighborhood Retail Centers must meet the following minimum transportation criteria:
 - a. Access will be provided at existing and planned median breaks, intersections or at consolidated access points, where appropriate.
 - b. Entrances on undivided roads will be located at least 250 feet away from the centerline of the nearest arterial or collector road unless otherwise approved by VDOT.
8. Neighborhood Convenience and Neighborhood Retail Centers will be visually and acoustically buffered from the surrounding residences and traffic volumes and accessibility requirements will not conflict with residential vehicular and pedestrian traffic.
9. The retail component of a Neighborhood Core as described in the Dulles South Area Management Plan will be consistent with the primary characteristics of Neighborhood Commercial Centers outlined in the Retail Types Matrix, p. 22.

C. Community Retail Centers

1. Community Retail Centers are envisioned as focal points for civic and commercial activities serving several residential neighborhoods with a market area generally ranging from 2,000 to 8,000 households.
2. Community Retail Centers, which generally range from 100,000 to 400,000 square feet are intended to address a wide variety of daily and weekly shopping and personal needs (such as grocery shopping, drycleaning, video rental). However, these centers will also offer opportunities for comparison goods shopping such as clothing, household items, shoes and books. These centers may include pad sites such as banks, gas stations, etc. Specific characteristics defining the County's objectives for Community Retail Centers are included in the Retail Types Matrix on p. 22.
3. Community Retail Centers will be permitted in Residential Communities and in mixed use Business and Industrial Communities that include residential development. Community Retail Centers will generally be encouraged to locate at the edge of residential neighborhoods or between residential and non-residential areas to minimize potential land use conflicts and maximize convenient access from surrounding areas that will provide the market for such centers.
4. The transportation implications of Community Retail Centers will be evaluated on a site specific basis. However, all new Community Retail Center proposals must meet the following minimum criteria:
 - a. No direct access to a planned or existing principal arterial will be permitted. Access will be provided via major or minor collector roads at existing and planned median breaks and/or intersections.
 - b. A minimum of two points of access will be required to better disperse traffic.
5. The retail component of a Town Center as described in the General Plan, the Toll Road Plan, or a Community Core as described in the Dulles South Area Management Plan will be consistent with the primary characteristics of Community Retail Centers outlined in the Retail Types Matrix, p. 22.
6. The retail component of a Node as described in the Toll Road Plan and urban center and Transit-related Urban Center as described in the General Plan will be consistent with the primary characteristics of Community Retail Centers outlined in the Retail Types Matrix (p. 22) and with the design policies included in the Toll Road Plan and the General Plan.

D. Employment Supportive Retail Centers

1. Employment Supportive Retail Centers are generally intended to provide convenient retail and personal support services such as office supply stores, copying/mailling facilities, restaurants, daycare centers, drycleaners, banks and similar uses to employees and businesses in adjacent office and industrial parks. Destination Retail and Freestanding Retail uses will not be permitted in Employment Supportive Retail Centers. Pad sites may be included in an Employment Supportive Retail Center. Specific characteristics defining Employment Supportive Retail Centers are outlined in the Retail Types Matrix on p. 22.
2. Regional Office Community and Business Employment Communities may include a retail component. The retail component will be limited to 5% of the gross floor area (measured in square feet) of the non-residential uses in the development.
3. The retail component of a Regional Office or Business Employment Community will be developed on a pro-rata basis in proportion to the non-residential development as construction occurs. For example, for every 100,000 square feet of office space constructed, 5,000 square feet of retail space may be constructed.

V. *EXISTING RETAIL AREAS POLICIES*

Established shopping centers in Sterling Park, at Herndon Junction, CountrySide and individual retail establishments in the Route 28 and Route 7 corridors have served the shopping needs of eastern Loudoun residents for years. These older commercial areas will remain a visible and viable part of Loudoun's retail future, particularly if these areas are improved and well maintained. The County will provide incentives to encourage improvements that enhance the appearance of existing commercial areas and that keep these areas competitive in a changing retail environment. Where retail commercial development has occurred in a linear pattern along major transportation corridors, the County will encourage public and private investments to improve transportation safety.

1. Existing retail commercial areas will be protected and reinforced by County plan and practice where such uses are compatible with existing and planned land uses.
2. The County will implement a multi-faceted incentive program to encourage owners of existing retail commercial centers and businesses to renovate facilities on a routine basis and to add amenities that will modernize and improve the appearance and function of older retail centers and businesses. The incentive program will include:

- a. Waiving site plan requirements for retail commercial centers and businesses seeking improvements such as additional landscaping, treed islands in parking areas, street trees along sidewalks and roadways, and retro-fitting parking lots with pedestrian walkways, sidewalks and similar features that will make older centers more attractive and pedestrian-oriented.
 - b. Encouraging new pedestrian-friendly, small scale, personal service and local office uses to locate in conjunction with established commercial centers where such improvements would enhance the function and appearance of the center and better serve the community. New structures should be located at the perimeter of existing parking areas to reduce the visual impact of large parking lots. The County will consider modifications of parking standards with appropriate justification (for example, reduced standards, shared parking) to facilitate such development.
3. The County will consider reducing or waiving rezoning application fees for owners of undeveloped commercially zoned property if the landowner desires to rezone the property to another non-residential use that is compatible with surrounding planned and zoned uses and that better implements the County's Comprehensive Plan goals (i.e., from CLI to PD-IP or from PD-SC to PD-OP). The County's intent is for less viable existing commercial sites to be re-evaluated at the owner's request for conversion to a more appropriate land use that expands the County's tax base.
4. The County will encourage existing retail centers and individual retail establishments to consolidate access points and share entrances and exits where feasible to minimize traffic congestion and conflict.
5. The County will encourage developers of non-retail projects, adjacent to established retail commercial areas, to consider the presence of the existing centers/businesses in the design of their projects by meeting with business owners and landowners from the adjacent retail area to discuss the proposed project. Additionally, the applicant shall address how the new project relates to the existing commercial area in terms of pedestrian access (if appropriate); providing buffers to reduce the potential for incompatibility between land uses and nuisance complaints; and coordinating and consolidating access points where appropriate.

VI. DESIGN GUIDELINES

The following guidelines apply to the development of any retail center. The guidelines are intended to emphasize the site development of retail uses that accommodate the customer, the retail business, and the adjoining land uses. They are also intended to enhance the physical development of the County's principal transportation corridors as well as the County's neighborhood and office centers.

A. Building Placement and Design

1. All retail centers should include a site design that is compact and makes buildings the prominent feature of the site as viewed from adjoining roads.
2. It is desirable to have a green space to separate parking lots from sidewalks.
3. Buildings within a multi-building retail center should exhibit a unity of design through the use of similar elements such as rooflines, materials, window arrangement, sign location and architectural details.
4. Large freestanding stores, retail centers and restaurants should be encouraged to provide usable outdoor spaces.
5. Required drainage and stormwater management facilities; such as holding basins, drainage swales and culverts should be incorporated into the site design of the project. Natural drainage features should be conserved to the greatest extent possible.
6. Building massing should be varied to break down the scale of large buildings and retail centers. Long, flat facades are strongly discouraged. It is desirable that building facades should incorporate recesses, off-sets, angular forms or other features to avoid presenting a "blank side" to neighboring properties.
7. Pitched, mansard and other distinctive roof forms are strongly encouraged.
8. Rooftop mechanical equipment should be screened. Preferably, screening should be incorporated into the roof form. Ground mounted mechanical equipment should be screened.
9. Retail buildings should incorporate continuous arcades over the front walkway to provide weather protection for shoppers and create a pedestrian-oriented environment.

B. Circulation, Parking, and Loading

1. Pedestrian traffic, internal to the retail center, should be provided with a safe travel route from the parking area to the building with a demarcated pathway and clear directional signage. Trees and other plantings should be provided along the walkway.
2. Sidewalks should be provided to Neighborhood Convenience and Neighborhood Retail Centers to accommodate benches, bikes, strollers, and planters.

3. Parking areas should be visually screened from adjacent streets and residential areas by heavy landscaping, depressing the parking area and/or by constructing earthen berms.
4. All loading and storage areas must comply with Zoning Ordinance regulations and must be screened from adjacent residential areas by earthen berms, masonry walls, permanent wooden fencing, or dense landscaping.

C. Landscaping and Buffering

1. Large parking areas should be landscaped with trees and shrubs to reduce the visual impact, provide shade, and reduce the heat absorption of the parking area.
2. The street frontage of retail centers should be landscaped with trees to help create a green edge on both sides of the street.
3. Existing natural environmental features such as hedgerows, mature trees, and berms should be integrated into the landscape plan for retail centers, when feasible.
4. Retail buildings and parking areas should be sufficiently screened and buffered from adjoining residential areas by distance, transitional uses, landscaping and/or natural vegetation to mitigate the effects of noise, lighting and traffic on the surrounding residences.
5. Residential areas should be buffered from adjacent retail uses by trees, fences and hedges.

D. Signs and Lighting

1. Signs for retail centers should be developed as an integral part of the overall center design. A unified graphic design scheme is strongly encouraged.
2. Lighting should reduce glare and spillage of light onto adjoining properties and streets. Fixtures should be attractive site elements that are compatible with the architecture of the retail center.

NOTE: The individual components of this matrix should be used as general guidelines for future retail developments in conjunction with the policies contained herein.

February 19, 1997

Types of Retail						
Service-Area Based Retail				Corridor Based Retail		
Characteristics	Neighborhood Convenience	Neighborhood	Community	Employment Supportive	Destination (Regional)	Freestanding
1. Function	Serves immediate, convenience shopping needs for a limited variety of items (such as milk, bread, gas) and personal services (such as dry cleaning). Fulfills sporadic or "as needed" shopping needs. Can be a stand alone use such as convenience store, bank, gas station, etc.	Serves routine (generally planned) daily & weekly shopping needs for items such as groceries as well as personal service needs. May also serve convenience needs. Offers little or no comparative goods shopping. Fulfills "daily" shopping needs. May include pad sites such as banks, gas stations, convenience stores, etc.	Serves a wider variety of daily & weekly shopping and personal service needs, but also offers some comparative goods shopping for items; such as, apparel, shoes, and books. Fulfills "weekly" shopping needs such as banks, gas stations, convenience stores, etc.	Serves convenience retail and personal service needs of employees in adjacent business or industrial parks/areas. May include pad sites such as banks, gas stations, convenience stores, etc.	Offers the widest variety of comparative and specialty goods and may offer an entertainment component. Not intended to fulfill daily or convenience shopping needs. Fulfills "comparative or entertainment" shopping needs. May include pad sites such as banks, gas stations, convenience stores, etc.	A single tenant individual store of 50,000 sq. ft. or greater that is located on a separate parcel of land that is not part of a shopping center.
2. Center Size Range	Generally stand alone uses up to 5,000 sq. ft.; multi-tenant center up to 30,000 sq. ft.	Generally 30,000 - 150,000 sq. ft.	Generally 100,000 - 400,000 sq. ft.	Square footage depends on total non-residential square footage.	Generally 250,000 - 1.5 million sq. ft.	Not applicable.
3. Location	Generally internal to Residential Neighborhood being served.	Generally internal to Residential Neighborhood that is being served.	Generally at the edge of or between Residential Neighborhoods or between a Residential and Non-Residential Community.	Generally Internal to Business or Industrial Community being served.	In existing and planned principal arterial corridors, outside of Residential Community (see maps and corridor specific policies).	In existing and planned principal arterial corridors, outside of Residential Community (see maps and corridor specific policies).
4. Transportation Access Points	Via minor collector, major collector roads, and major subdivision streets at a median break. No direct access to minor arterials or principal arterials.	Via minor or major collector roads at a median break.	Via minor or major collector roads or minor arterials at median break.	Via access points serving the Business or Industrial Community.	Along a principal arterial, but accessed via major collector roads or minor arterials at a median break proximate to a planned or existing interchange (see maps pp. 22-25).	Along a principal arterial, but accessed via major collector roads or minor arterials at a median break proximate to a planned or existing interchange (see maps pp. 22-25).
5. Market Area Size	Immediate Residential Neighborhood generally 500 - 3,000 households.	Immediate Residential Neighborhood generally less than 3,000 households.	Several Residential Neighborhoods generally 2,000 - 8,000 households.	Surrounding Business Community.	Several communities within County as well as communities outside County; generally 5,000 - 30,000 households.	Several communities within County as well as communities outside County; generally 5,000 - 30,000 households.
6. Compatibility With Surrounding Land Uses	Suitable as a component of Residential Community.	Suitable as a component of Residential Community.	Suitable as a component of Residential or mixed use community.	Suitable as a component of Business or Industrial Community.	Incompatible in Residential Community.	Incompatible in Residential Community.
7. Floor Area Ratio (FAR)	.2 - .3	.2 - .3	.2 - .3	.2 - .3	.2 - .3	.2 - .3
						Not applicable.

NOTE: For the purposes of the matrix, 50 - 100 sq. ft. of retail is assumed for each household.
a:\complan\retail\peret.219



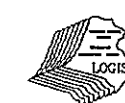
DRAFT

Retail Plan
Destination Retail
Route 28

Legend

- Existing Roads
- Streams
- Parcels
- Town & Airport
- Destination Retail
- Proposed Two Lane Section
- Proposed Four Lane Section
- Proposed Six Lane Section
- Proposed Eight Lane Section

Map Number: L96-0011



1 : 36,000
1 inch = 3,000 feet





DRAFT
Retail Plan
Destination Retail
Route 7

- Legend
- Existing Roads
 - Streams
 - Parcels
 - Town & Airport
 - Destination Retail
 - Proposed Two Lane Section
 - Proposed Four Lane Section
 - Proposed Six Lane Section
 - Proposed Eight Lane Section

* Note: Cascades Town Center, as currently zoned, is a hybrid retail center and includes Destination Retail uses, Community Center Retail uses, Town Center uses, and civic and public uses.

Map Number: L96-0011

1 : 36,000
1 inch = 3,000 feet














DRAFT

Retail Plan

Destination Retail

Greenway

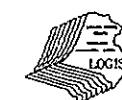
Legend

-  Existing Roads
-  Streams
-  Parcels
-  Town & Airport
-  Destination Retail
-  Proposed Two Lane Section
-  Proposed Four Lane Section
-  Proposed Six Lane Section
-  Proposed Eight Lane Section

Map Number: L96-0011










1 : 36,000

1 inch = 3,000 feet



DRAFT
Retail Plan
Route 50

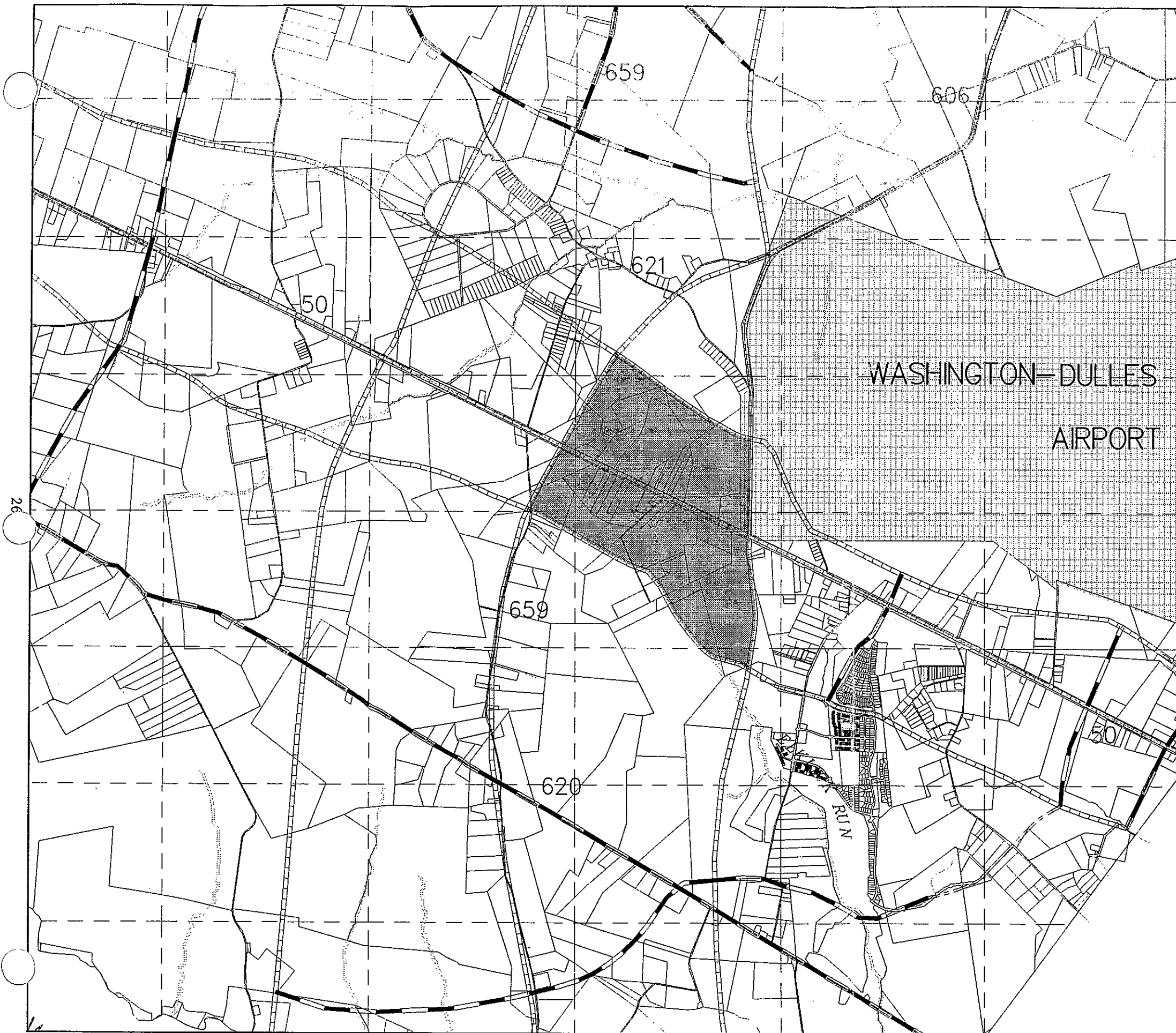
Legend

-  Existing Roads
-  Streams
-  Parcels
-  Town & Airport
-  Corridor Retail
-  Proposed Two Lane Section
-  Proposed Four Lane Section
-  Proposed Six Lane Section
-  Proposed Eight Lane Section

Map Number: L96-0011

1 : 36,000

1 inch = 3,000 feet



CPAM 1997-0002
Capital Facilities Contribution

Adopted October 15, 1997

CPAM 1997-0002, CAPITAL FACILITIES CONTRIBUTION
BOS Adoption October 15, 1997

General Plan, Chapter 8, Proffer Guidelines, page 192

A. Capital Facilities, Policy #1

(amended text is underlined and deleted text is struckthrough)

1. To assist the County in an equitable and uniform evaluation of developer proffers and other proposals for densities above 1.6 dwelling units per net acre which otherwise conform with the policies of this plan(See fig. 19, p. 58), the County anticipates developer assistance valued at ~~25%~~ 50% of capital facility costs per dwelling unit. **The County requests that any additional capital facilities contribution (above the prior 25% guideline) be dedicated exclusively for school capital projects, the need for which is generated by an approved zoning.**

CPAM 1997-0001
North Goose Creek
Plan Amendment

Adopted March 18, 1998

(To be inserted in the General Plan after "Phasing" section B, p. 93)

C. North Goose Creek Planning Area

The North Goose Creek planning area consists of approximately 370 acres north of the Washington & Old Dominion Recreational Trail (W&OD), south of Route 7, east of Goose Creek, and west of Route 659. The County's goal for the North Goose Creek planning area is to provide for development of a vibrant business and industrial community while protecting Goose Creek, a State Scenic River. To achieve that goal, the County establishes the following policies:

Environmental Policies

1. The County supports the continued application of relevant General Plan natural and cultural resource policies to protect key environmental resources in the North Goose Creek planning area.
2. The County seeks to preserve 100 year floodplain in a vegetated condition. The County expects developers to minimize floodplain disturbances and preserve or establish vegetated belts along stream channels.

Goose Creek Policies

One of the goals for the North Goose Creek planning area is to protect both the water quality and scenic nature of Goose Creek, a State Scenic River. To enhance the protection of Goose Creek, the County encourages the following land use and design measures for an area approximately 1,000 feet wide, east of Goose Creek. The 1000 foot buffer area will generally follow the future internal interparcel access road and may vary in width based on the location of the future internal interparcel access road. Where the future internal interparcel access road is sited more than 1000 feet from the creek, the buffer width may be considered to be only 1000 feet. The 1000 foot buffer does not apply to the area designated for Keynote Employment.

1. A 300 foot buffer should be preserved along Goose Creek as measured from the channel scar line. Development will generally be prohibited in this 300 foot buffer area except for uses as specified in policy #1 of the "Scenic Rivers and Potomac River Policies" section located on page 27 of this Plan.
2. The County should reassess current stormwater management requirements to assure that water quality for Goose Creek will not be degraded as development occurs.
3. Preferred uses in the area between the 300 foot Goose Creek buffer and the 1000 foot buffer area include open space, parks, and outdoor recreation. In order to preserve open space and natural resources adjacent to Goose Creek buffer, density transfers are also encouraged. The County will consider open space areas in the 1000 foot buffer area for participation in the Use Value Assessment Program provided the open space area is at least five acres in size and is protected by a permanent conservation easement.
4. More intense uses and densities (Floor Area Ratio) should be clustered east of the 1000 foot buffer area. Development east of the 1000 foot buffer area is encouraged prior to development west of the 1000 foot buffer area. Development in the area west of the 1000 foot buffer area should be concentrated primarily along the access road rather than along the 300 foot Creek Valley Buffer.

5. Where residential uses are permitted as part of the Business Community, low density-residential uses are preferred in the area adjacent to the 300 foot Goose Creek buffer. Generally, densities should not exceed 2 units per acre in the 1000 foot buffer area. Densities of up to 4 units per acre may be allowed provided the units are clustered to provide at least 50% open space to preserve natural areas adjacent to the 300 foot buffer.
6. Buildings in the 1000 foot buffer area should generally have a low profile and be buffered from view of Goose Creek.
7. Significant areas of mature , woody vegetation should be preserved in the 1000 foot buffer area.
8. Free standing retail uses, automotive service stations, fast food restaurants, and convenience food stores shall not be permitted in the 1000 foot buffer area.

Transportation Policies

1. The County shall work with VDOT and the NVRPA to achieve grade separation of the W&OD Trail and Route 659. This separation should occur no later than the widening of Route 659 to four lanes.
2. The consolidation of access to Route 659 will be coordinated with development of the planning area. Short-term driveway access allowed by VDOT standards will be ultimately changed to coordinated access at median crossovers through the development approval process.
3. The general system of local roads which will connect with the median crossovers on Route 659 and Gloucester Parkway are shown on the North Goose Creek Proposed Land Use Map.
4. The alignment of Trailview Parkway through the North Goose Creek planning area is shown on the North Goose Creek Proposed Land Use Map. The final alignment should attempt to minimize impacts on sensitive environmental features and existing homes. The bridge should be designed so that there are no piers in Goose Creek and so that no stormwater runoff from the bridge flows into Goose Creek without first going through a stormwater management facility.

Land Use Policies

1. Land uses for the planning area will be as designated on the Proposed Land Use Map.

SETBACKS:

2. A 300 foot building restriction setback from the right-of-way will be developed along Route 7 in the North Goose Creek planning area.

PROPOSED & EXISTING DEVELOPMENT:

3. Existing uses in the North Goose Creek planning area will be continued until rezoning is proposed by the landowner. At the time of the rezoning, the County will encourage the proposed land use to conform with the General Plan land use policies as amended by the North Goose Creek Plan amendment.
4. The County will encourage land use transitions between existing land uses and proposed new development. Design features may include but not be limited to extensive buffering, separation of street entrances, redirection of traffic, site designs which are compatible with adjoining properties, view protection, stormwater management, and the protection of Goose Creek and other valuable environmental resources.
5. Developers of new projects are encouraged to discuss their development proposals, especially transition features, with landowners in the North Goose Creek planning area and other affected landowners.

KEYNOTE EMPLOYMENT:

6. The County will extend the Keynote Employment designation south of Route 7 between Goose Creek and Route 659 to the minor floodplain approximately 1,000 feet south of Route 7 that traverses the planning area from east to west, as designated on the amended Specified Use Map. This Keynote Employment area shall also be governed by the Board of Supervisors Resolution dated April 17, 1996, prohibiting residential development in the Keynote Employment area.

INDUSTRIAL USES:

7. The Industrial Community designated north of the Luck Stone Quarry Property is intended to act as a transition area between the quarry and non-industrial uses to the north. It is the intent of these policies to encourage Industrial Community uses that are appropriate as transitional uses between the quarry and less intensive uses.
8. In evaluating new Industrial Community use proposals, the Board of Supervisors shall determine that the following three criteria have been met:
 - a. Adequate public utilities and roads are provided;
 - b. The use has mitigated the negative impacts on the surrounding land uses and the natural and cultural environment; and
 - c. The use complies with the goals and policies of the County's Comprehensive Plan.

9. The Business Community should be protected from the negative impacts of traffic generated by uses in the Industrial Community. Development proposals for new Industrial Community uses should include a plan to attempt to minimize the negative impact of industrial traffic on adjacent properties.

QUARRIES AND ANCILLARY LAND USES:

10. The County expects properties developing adjacent to the quarry to use setbacks, buffers and/or other methods for reducing the noise, vibration, and visual impacts associated with quarries.
11. Residential builders and developers in the North Goose Creek planning area will advise homebuyers of the quarry's existence.

SEWER:

12. The North Goose Creek planning area will be designated for central water and sewer provision without phasing. This policy shall not preclude consideration of Business and Industrial Community uses during an interim period prior to the time that central water and sewer are available.
13. The County may permit the development of small scale residential or non-residential uses on alternative wastewater treatment systems, if the property owner agrees to discontinue use of the system when central utilities are within 300 feet of the structure. Applicants seeking a non-residential rezoning and proposing to use an interim wastewater treatment system will be required to demonstrate commitment to funding and constructing an appropriate share of the proposed permanent central sewer system.
14. The land owners within the planning area and adjacent contributing watersheds shall be principally responsible for financing central utilities for new development. The County may participate with the private sector in the provision of utilities through a variety of mechanisms in an effort to encourage preferred land use patterns.

C.D. Phase III Urban Growth Areas

The third expansion of the Eastern Urban Growth Boundary represents the ultimate urban area envisioned by the General Plan. The Phase III Urban Growth Area will ~~include the Sycoline/Lower Goose Creek and~~ consist of the Middle Goose Creek planning areas.

North Goose Creek Proposed Land Use

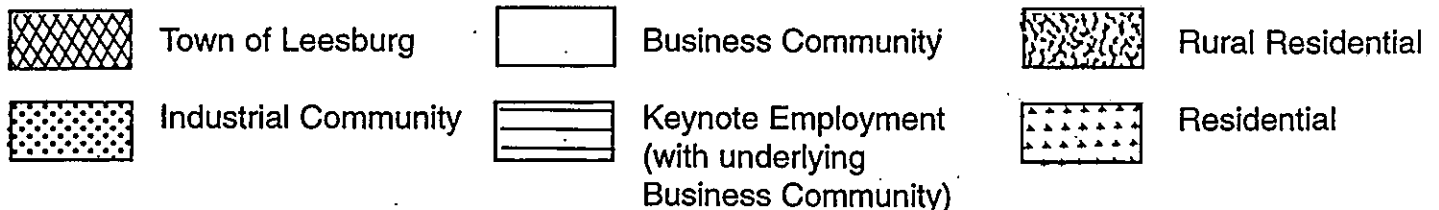
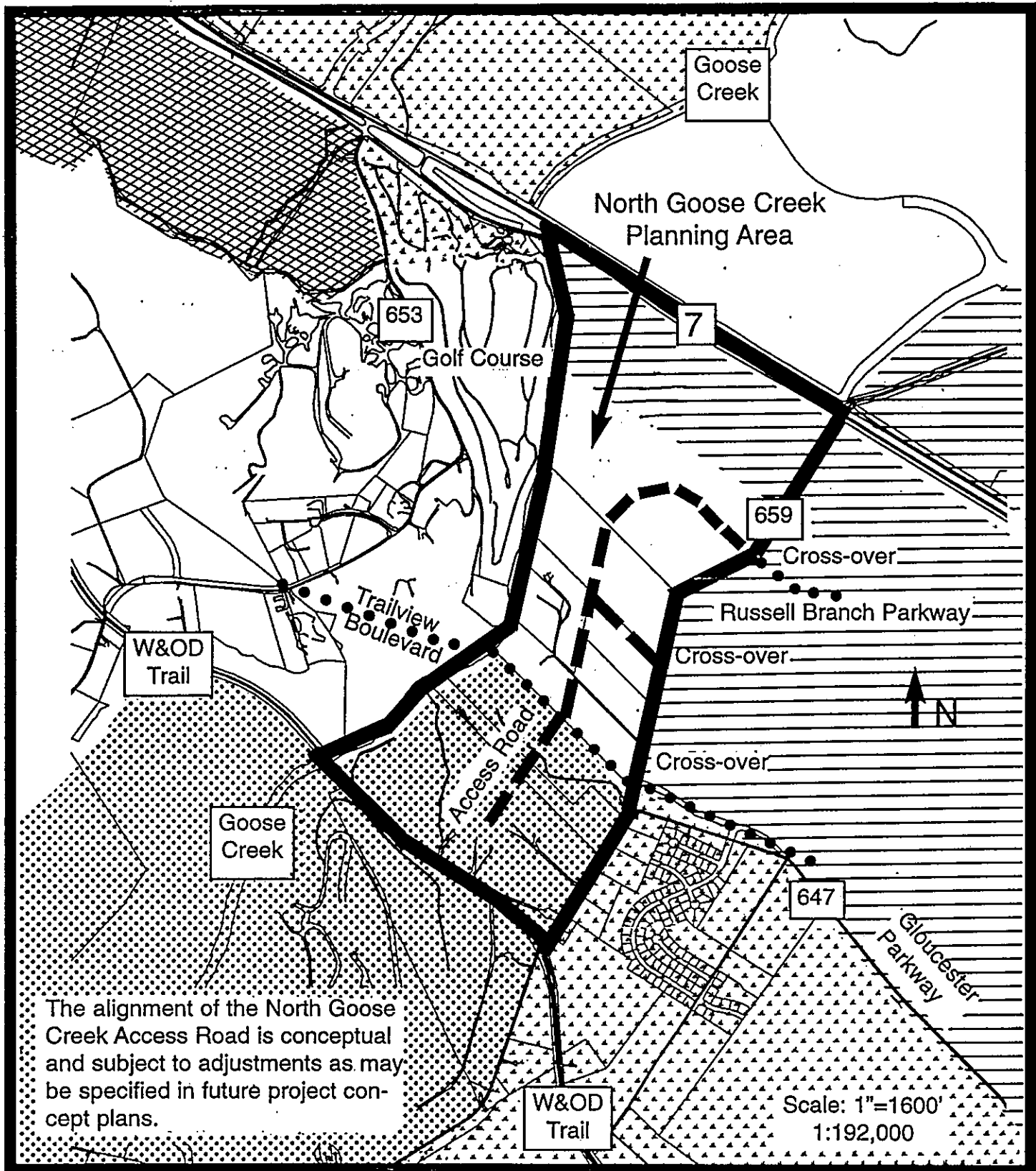


FIGURE 31: URBAN DEVELOPMENT PATTERN POST 1995

Note: Urban Development Pattern Post 1995

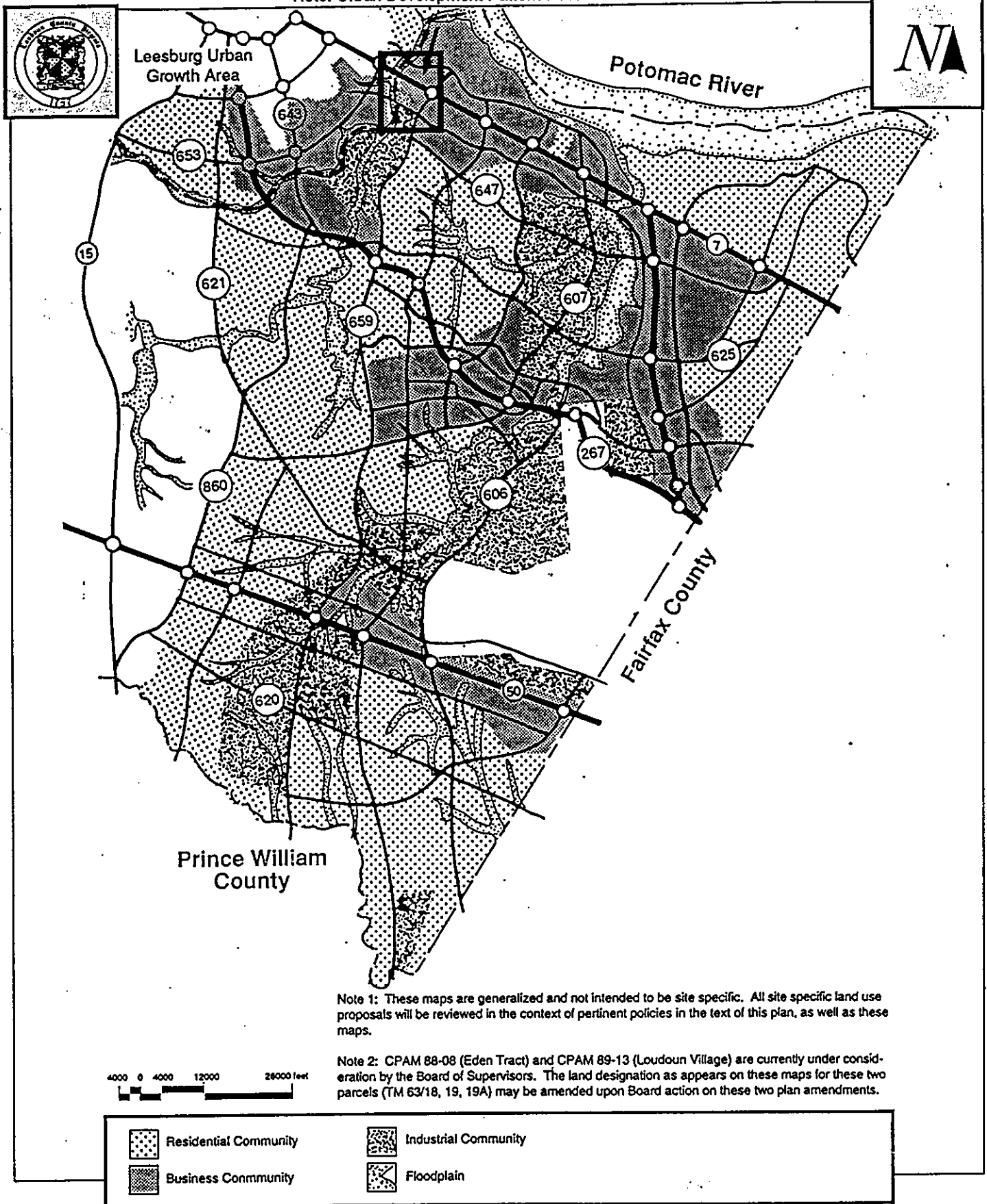


FIGURE 32: SPECIFIED USE

