

STAKEHOLDERS MEETING AGENDA

Monday, June 18, 2018

6:00 PM Welcome / Administrative Items / Information Updates

- Introductory Comments from Committee Chair – Jeff Salmon
- Meeting Objectives – Alaina Ray

6:10 – 7:10 PM Round III Open Houses

- Staff Presentation
- Public Comment Summary
- Recommendations
- Stakeholders Decisions

7:10 – 8:10 PM Stakeholders Recommendations

- Presentation of Submitted Stakeholders Recommendations
- New Stakeholders Recommendations – Round Robin
- Stakeholders Decisions

8:10 – 8:20 PM Break

8:20 – 9:45 PM Stakeholders Recommendations Continued

9:45 – 10:00 PM Next Steps

- July 9 Meeting

Important Documents

- Agenda 6-18-18***
- Staff Cover Memo 6-12-18***
- Envision Loudoun Round III Public Input Summary Report – Preliminary Draft***

County of Loudoun
Department of Planning & Zoning
MEMORANDUM

DATE: June 12, 2018

TO: Stakeholders Committee

FROM: Alaina D. Ray, Deputy Director of Planning & Zoning

SUBJECT: June 18, 2018 Stakeholders Committee Meeting

At the June 18 Stakeholders Committee meeting, the following topics will be covered:

- Envision Loudoun Round III Open Houses and Online Engagement
 - Public Comment Report (Attachment C);
 - Potential Recommendations for Consideration;
- Stakeholders Recommendations;
- Model Update; and
- Next Steps.

Envision Loudoun Round III Open Houses and Online Engagement

The draft *Loudoun 2040 Comprehensive Plan* was available to view online beginning May 7. A robust marketing campaign to announce the release of the draft Plan, invite the public to participate in Open Houses, and provide comments consisted of press releases, newspaper and radio advertisements, bus transit advertisements (interior and exterior of buses), distribution of materials to schools, community and recreation centers, libraries, community events and organizations, and other avenues.

Round III Open Houses were held on the following dates: May 14, 16, 21 (two times/locations), 22, and 24. Participants were invited to provide written comments or submit comments via an online comment platform. Beginning May 14, the information boards and video that were shown at the Open Houses were also available to view online. The public comment window remained open through June 1.

Public Participation

A total of 372 participants attended one or more of the Open Houses. Participants were invited to provide comments either in writing or through an online platform. The draft *Loudoun 2040 Comprehensive Plan*, as well as the Open House Informational Boards and Video, were also provided online for review and comment by the public. Duplicate comments were only counted

as separate comments if they were identifiably from different people (e.g. different names, handwriting, URL, etc.). As noted in the preliminary draft of the Summary Report for Round III of public engagement, a total of 1,163 comments were received as part of the public outreach efforts. See the Summary Report for further details.

Public Comment Themes and Recommendations

Staff's primary focus since the conclusion of Round III has been to prepare a complete preliminary draft of the Public Engagement Summary Report for review by the Stakeholders Committee. With the delivery of the agenda packet for the June 18 meeting, staff will now continue to review the specific and general comments contained in the Summary Report. Later this week, staff will provide a supplemental document noting the biggest themes of the public's input and potential recommendations to address these themes.

At the June 18 meeting, the Committee will be asked to consider Staff's recommendations and determine whether to adopt them as part of the Committee's recommendation to the Board of Supervisors and Planning Commission. With the Stakeholders Committee process coming to a close, it will be crucial to reach majority agreement regarding any Stakeholders Committee recommendations that should be carried forward to the Board of Supervisors and Planning Commission. A process for considering and voting on the recommendations will be provided at the meeting.

Stakeholders Committee Recommendations

At the June 18 Stakeholders Committee Meeting, the Stakeholders Committee will also be asked to consider recommendations that are submitted by individual Stakeholders Committee Members prior to the meeting, as well as any recommendations that are raised during the June 18 meeting. In an effort to prepare for the meeting and use the allotted time as efficiently as possible, *Stakeholders Committee members are asked to send recommendations to staff by close of business June 15 if possible.* A few recommendations have already been submitted to staff and will be included for the June 18 meeting.

Staff Recommendations

In addition to staff's recommendations in response to the major theme of the public comments, staff is developing a separate list of additional recommendations that will be carried forward to the Board of Supervisors and Planning Commission. Some of these recommendations may be similar to or echo certain Stakeholders recommendations, while others may diverge from Stakeholder recommendations. Staff recommendations will be provided to the Stakeholders Committee prior to the July 9 meeting, so that the Stakeholders Committee is aware of the staff recommendations.

Healthy Communities

As the draft *Loudoun 2040 Comprehensive Plan* has been developed, staff has struggled with the lack of a "Healthy Communities" component within both the *Revised General Plan* and the draft Plan. The concept of Healthy Communities goes beyond traditional comprehensive plans by considering how land use, public infrastructure, and other traditional plan components affect

and influence issues such as social, civic, and educational engagement, mental and physical health, the community's ability to prepare and manage emergencies and disasters, and the general well-being of the community.

While the draft *Loudoun 2040 Comprehensive Plan* contains many policies, strategies, and actions that contribute to addressing the above issues, the concept of Healthy Communities has not yet been fully explored. Therefore, staff is currently working on draft policies, strategies, and actions that would support a future Healthy Communities initiative.

Fiscal Impact Model Update

At the July 9 Stakeholders Committee meeting, staff intends to provide the results from the Fiscal Impact Model. Prior to the meeting, Stakeholders Committee Members will be sent a report outlining the fiscal modeling results, which will include the net fiscal impact of the draft *Loudoun 2040 Comprehensive Plan* compared to the *Revised General Plan*. Additionally, the report will include detail regarding the methodologies, assumptions, output data, and major drivers of the results. Julie Herlands from Tishler Bise will be at the July 9th meeting to present the results and answer questions from the committee.

Transportation Update

DTCI is currently working with its consultant, Kimley-Horn, to review the travel demand model results for the proposed transportation network, based on the draft land uses proposed. This information will be presented to the Stakeholders Committee on July 9th, and will review overall network performance as well as highlight specific areas where volume to capacity (V/C) ratios appear to approach or exceed planned roadway capacity. Representatives from Kimley-Horn will be in attendance at the July 9th Stakeholders Meeting. The results of the modeling may inform further refinement to the planned network, including in the Rural Policy Area.

With specific regard to US Route 15 north of Leesburg, there have been questions regarding the proposals currently within the draft Loudoun 2040 CTP. DTCI recognizes that technical terminology may need to be clarified throughout the draft CTP document, including with respect to functional classifications and roadway descriptions. The draft Loudoun 2040 CTP reflects the currently adopted CTP for this corridor, incorporating the four-lane widening approved by the Board in March 2018 between Leesburg and Montresor Road. No additional capacity improvements north of Montresor Road are currently proposed in the draft CTP. The ongoing Route 15 Safety and Operational Study, which at this time is separate from the Envision Loudoun process, is anticipated to be presented to the Board in Fall 2018.

Outside of Envision Loudoun, DTCI will be bringing forward an item at an upcoming Board Business Meeting regarding prioritization of the Safety and Operational Studies for other rural primary roads, as directed by the Board at the June 2017 Transportation Summit. The approved FY 2019 budget provides funding to initiate on two such studies within the upcoming fiscal year. With respect to unpaved roads, criteria are currently being developed by DTCI, also outside of Envision Loudoun, to assist the Board in determining prioritization of which roads will be placed on the paving list for future years. A Stakeholders Committee has been established as part of that effort.

PRELIMINARY DRAFT

SUMMARY REPORT

Engagement Round III

Envision Loudoun - Comprehensive Planning Process

VERSION 3.0
DATE: June 12, 2018

This document organizes and analyzes comments collected from the third round of public outreach for the Envision Loudoun comprehensive planning process. The document is organized as follows.

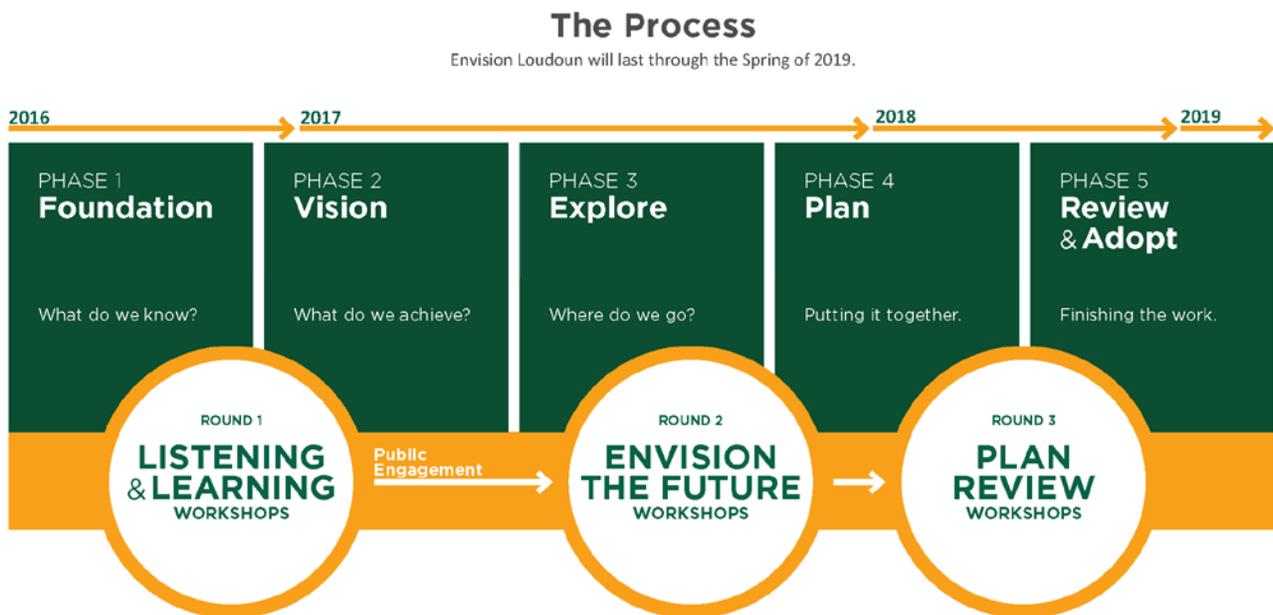
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1. Introduction

The third round of public engagement in support of the Envision Loudoun comprehensive planning process took place in May of 2018 in venues across Loudoun County and on the process webpage. This final round of conversations gathered more than 1,000 individual comments focusing on the Comprehensive Plan Draft. The Staff and Stakeholders Committee will use this database as a guide to review the draft plan and suggest further recommendations and refinements to the Planning Commission and Board of Supervisors in the next phases of this process.

A. Process

The following describes the third of three rounds of community engagement to inform the direction of the new Loudoun 2040 Comprehensive Plan for Loudoun County, Virginia. The round consisted of a series of in-person open houses and online engagement held throughout the County in May of 2018. The purpose, preparation, and results from the round have been described in this report.



B. Purpose

The County branded the process of developing a new Comprehensive Plan as “Envision Loudoun” and challenged participants and leaders to think about the future of the County. Envision Loudoun and the resulting Loudoun 2040 Comprehensive Plan will have a lasting impact on the Loudoun community helping to promote a continued high quality of life in the County. The process is a rare opportunity to plan future growth, land use, transportation, community facilities and amenities, economic development, and fiscal management.

Between 2000 and 2010, Loudoun County was the fifth fastest growing county in the country, and this hasn’t slowed down much in the years since. A lot has changed during this time, yet the last major revision to the Comprehensive Plan was the completion of the Revised General Plan 15 years ago.

After months of effort, the initial draft of the Loudoun 2040 Comprehensive Plan, was presented for public review on May 7. The purpose of the third round of community engagement was to receive feedback on the

initial draft of *Loudoun 2040* which includes the General Plan and the Countywide Transportation Plan. Participants were asked to comment as specifically as possible on what they liked and disliked about the draft as well as what was right and what still needed work. This prompt elicited more than 1,000 comments on the draft which will be used to refine the plan.

C. Open Houses and Online Engagement

The outreach meetings were structured in an open house format and included a brief introductory video about the Plan process, prior community engagement and how Loudoun 2040 was developed. Chapter boards and maps were located throughout the room highlighting information and policies from the draft General Plan and draft Countywide Transportation Plan. More detail, such as strategies and actions, were provided at tables in the center of the room where participants could view the entire draft of each plan and converse with County Staff.

At the meetings, participants were welcome to write comments on two paper comment sheets, one for General Plan and one for the Countywide Transportation Plan, or use one of the available laptops to submit comments through the online comment tool. The online tool was setup to mirror the in-person engagement sessions. Through the process website, www.envision-loudoun.org, participants could review the full draft and presentation boards, provide comments on specific elements, and share general thoughts on the direction or conclusions of the process.

Participants provided comments on three items:

- **The Loudoun 2040 General Plan:** Comments pertaining to the Introduction, Land Use, Green Infrastructure, Housing, Economic Development, Fiscal Management & Public Infrastructure, and Implementation chapters of the draft General Plan. Participants were asked to provide a specific page number reference and topic for their comment.

The screenshot shows a web interface for the Loudoun 2040 General Plan. On the left, there is a section titled "Loudoun 2040 General Plan" with a brief description and a list of 7 chapters: 1. Introduction (vision, goals, context), 2. Land Use (place types, development principles, geographic policy areas), 3. Green Infrastructure (environmental, natural, and heritage resources), 4. Housing, 5. Economic Development, 6. Fiscal Management & Public Infrastructure, and 7. Implementation (summary of actions). Below this list is a green button that says "OPEN THE GENERAL PLAN". On the right, there is a "Specific Comments on the General Plan" form. The form includes a dropdown menu for "Chapter *", two input fields for "Page # *" and "Topic *", and a large text area for "Comments *". Below the form is a "Submit" button. The form instructions state: "Please provide comments of support or concern referencing the specific chapter, page, topic for each comment. You can submit this form multiple times." and "You can submit this form multiple times to share additional comments."

- **The Loudoun 2040 Countywide Transportation Plan:** Comments referencing the Countywide Transportation Plan and related maps and tables. Participants were asked to provide a specific page number reference and topic for their comment.

Loudoun 2040 Countywide Transportation Plan

The Countywide Transportation Plan (CTP) provides the policy foundation for the County's transportation network. It has been developed to accommodate planned land use and development through 2040 and includes a revised road network, including facilities for motor vehicles, bicyclists, pedestrians, and transit riders. The CTP also includes policies and strategies to address the connections between land uses, the built environment, the transportation network, air travel, development impacts, environmental and heritage resources, coordination with outside agencies, prioritization and funding of transportation infrastructure, and plan implementation. This plan also identifies strategies and opportunities for the protection and enhancement of neighborhood collector streets, to promote complete streets and safety throughout residential and community activity centers.

OPEN THE TRANSPORTATION PLAN

Specific Comments on the Transportation Plan

Please provide comments of support or concern referencing the specific page and topic for each comment. You can submit this form multiple times to separate comments.

Page # *
The closest page number to which your comment pertains (ex 1-1)

Topic *
A title or topic associated with your comment.

Comments *
You can submit this form multiple times to share additional comments.

Submit

- **Overall Plan or General Comments:** Open-ended comments pertaining to the draft. Participants were asked to provide a topic, but were not required to include a page number. Many of these comments were general in nature.

General Comments

Use the form below to provide additional comments of support or concern for the planning team.

Topic *
A title or topic associated with your comment.

Comments *
You can submit this form multiple times to share additional comments.

Submit

D. Use of Input

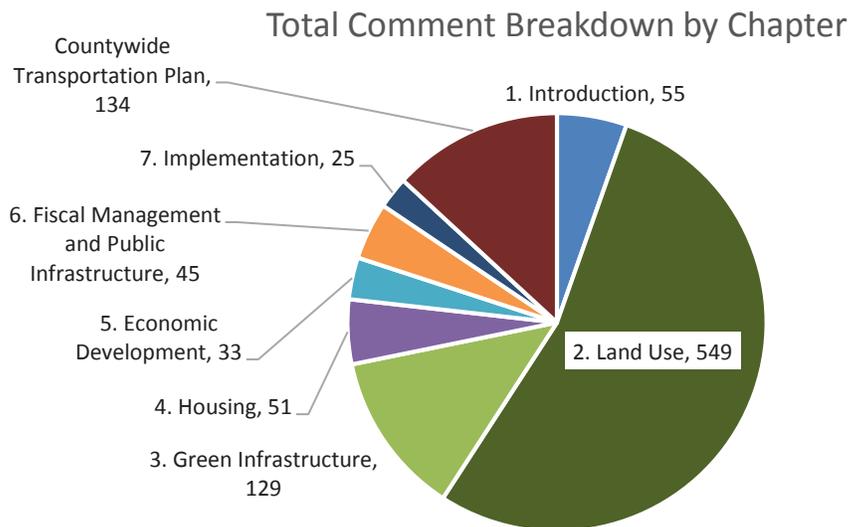
Each comment was captured, themed and will serve as a source for developing and recommending specific revisions to *Loudoun 2040* for consideration by the Stakeholders Committee, Planning Commission, and Board of Supervisors as the process of creating the new Comprehensive Plan continues. All ideas and comments have been collected and databased and will be made fully available through the process website. This report includes two methods for organizing the input based on the nature of participant comments. This is explained further in the following section.

2. Comments Summaries

The following provides a breakdown of the comments received through the third round of community engagement for the Envision Loudoun comprehensive planning process. These have been organized into two major classifications, **specific** comments and **general** comments. A specific comment refers to a policy, statement, page, figure, table, map etc. within the plan, and may include a modification recommendation. A general comment refers to the overall direction of the plan, its vision or major policies without reference to a specific location in the draft (i.e. a statement, page, figure, table, map, etc.). This section provides a detailed outline of these two classifications.

Just over 1,000 comments* were received through the Open House sessions, online engagement, and correspondence received during the three-week engagement period. These were organized into the following categories.

<u>Comment Totals</u>	<u>Total</u>	<u>General</u>	<u>Specific</u>
General Plan			
1. Introduction	55	30	25
2. Land Use	549	104	445
3. Green Infrastructure	129	33	96
4. Housing	51	38	13
5. Economic Development	33	20	13
6. Fiscal Management and Public Infrastructure	45	18	27
7. Implementation	25	13	12
Comprehensive Transportation Plan (CTP)	134	63	71
Overall **	142	78	64
	Total	1,163	397
			766



* The Chamber of Commerce conducted its own outreach to its members and provided comments in a unique format. These comments have been added and explained at the end of section two.

**Refers to the general comment form provided on the review web tool. See page four for more information.

B. Page-by-page specific comments

To increase the efficiency of the review process, specific comments have been organized below by chapter and page number. Please note, while the references within comments may have referred to specific items within the draft plan, a number of these comments also contain subjective suggestions that should be considered by the Stakeholders Committee and Staff. Comments general in nature can be found in the following section and the full list of comments can be found in the report appendix.

1. Introduction Specific Comments

Page	Topic	Comment
Overall Introduction Chapter	General	There are misleading statements and numbers in the plan documentation - The special category of increased density in two areas of the TPA result in net loss - not "no reduction" and they should not be allowed. The additional 1,500 units in the TPA are on top of the 4,000 already planned - net is 5,500 - unacceptable! It appears these misstatements would benefit developers - perhaps those in the so called "stakeholders".
Overall Introduction Chapter	General	Everything sounds good - suspiciously so!
Overall Introduction Chapter	General	The "Design Guidelines" do not belong in a comp plan as by even their mention could discourage diversity, innovation and creativity, and promote uniformity.
Overall Introduction Chapter	General	Intro reads well.
Overall Introduction Chapter	General	"Editing Comments: p. 1-2, change "&" to "and" in heading "Bring People & Places Together" so that it's consistent with other headings.
1 - 1	Updating	The plan should be updated at least every five years, in accordance with the law, to accommodate future changes in residential and commercial needs.
1 - 1	General	While there are many, many good observations and guidance statements made throughout this plan, the wording in the plan is not sufficiently directive. "Should" statements need to be changed to "must" statements in order for the guidance to be binding. If this is not done, there is a danger that much of the comprehensive plan could be ignored when dealing with specific development decisions.
1-1	Table of Contents	Shouldn't there be a Table of Contents right at the beginning? It seems harder to maneuver through because you have to find the beginning of each chapter to find sections of each individual chapter. A nice table of contents right up front would 1) tell you where each chapter begins 2) make things easier to find from the get go and 3) help the maneuverability.
1 - 1-9	Intro and General	I have lived in Loudoun for 14 years already then, the county was among the fastest growing in the nation. Then, and still now, I consider that Loudoun has the best of all worlds thriving and advanced urban economy in the East, and stunning ecology, heritage and rural economy in the West. My overriding criterion to assess the Envision Loudoun plan is that it sustains this balance - permanently. The draft gives recognition in Chapter 3 to green infrastructure and to the rural policy area in Chapter 2. However, these are overwhelmingly submerged by the overall thrust of the Plan and its deficiencies, to which I refer below.

1. Introduction Specific Comments

Page	Topic	Comment
		<p>Not a Plan. I do not find The Loudoun 2040 General Plan to be a real plan it tends to be more of a catalog, if not a wish list, of strategies and actions, as it seems to:</p> <p>Lack projections. The Loudoun Foundations Report provides reasonable baseline data of the past 20 years for planning (wish they had been incorporated in the Plan) - but the Plan contains no projections that itemize the vision of the next 20+ years.</p> <p>Lack priorities. The very long list of individual strategies and actions seem vastly excessive in number, often articulated as generalities and often conflicting no one can be held accountable for much of this plan.</p> <p>Lack clarity. References are made in Chapter 2 to various changes in housing density for various policy areas. Chapter 4 is primarily about affordable housing. Where are the totals how many houses? How does it compare to what is permitted under the Revised Plan now?</p> <p>Lack fiscal testing. Mention is made in Loudoun Foundation Report to fiscal impact studies having been done (p27). But I see no evidence that the plan makes any attempt to consider and test the fiscal viability of the development program that it proposes:</p> <p>Chap 1-7 cites good intentions The Policies, Strategies and Actions are intended to be fiscally sound</p> <p>But, the Loudoun Foundation document (p53) calls upon the Envision Loudoun to assess the Capital Needs Assessment and Capital Intensity factors, which may be conservative in light of the higher density and mixed-use development and land use planning for the Silver Line, which may call for higher LC capital infrastructure investment. The Envision doc kicks this task down the road entirely as it includes statements in Chapter 6 that LC Gov will do fiscal calculations and in Chapter 7 (p7-56) that the Fiscal Policy Planning will do them - a task that should have been done as part of the Envision Plan itself!</p> <p>The document makes reference in many places to the need to “promote”, “provide incentives, subsidize housing” create preservation easements, not to mention the need for further utilities, roads, schools, etc. But it does not itemize nor total these no doubt vast incremental costs to the taxpayer - how can this be a Plan?</p> <p>No alternatives presented. The plan is too quick to tout and want to replicate in the future Loudoun’s remarkable success as an economic leader in the region, without acknowledging and addressing the substantial costs that have come with hyper-growth.</p> <p>Unfortunately, the Envision Loudoun process seems to have been one of pouring housing and commercial proposals into the document and represents only the unconstrained market demand for housing forecast referred to in Loudoun Foundations (p9). The thematic of the draft Plan is basically about future development opportunities.</p> <p>It has neglected its most important and useful task for Loudoun citizens: to layout a set of the growth alternatives slower, moderate or accelerated scenarios - and their costs and benefits. We the Loudoun Citizens have a choice - as stated in the Loudoun Foundations doc, as LC growth is largely driven by land use policies (p9). LC citizens could express their growth preferences if Envision Loudoun made the options and their costs and benefits - clear. It does not.</p> <p>Skirts the external costs of development. On page 1-3, the Plan makes a rather glib assertion that Loudoun has been successful in managing unprecedented growth through policies to preserve the environment, heritage resources and the quality of County life. On pages 1-6 and 1-7 on Trends and Influences, it provides a description of some of the drivers of growth.</p> <p>But here and throughout the document it makes little attempt to forthrightly address the future</p>

1. Introduction Specific Comments

Page	Topic	Comment
		<p>external costs of growth that would be involved. In my estimation, such costs have made a dubious distinction out of Loudoun ranking #2 and #7 in population growth over 2000-2010 and 2010-16, respectively we should not want, and the Board of Supervisors should not approve, land-use measures that yield this level of growth:</p> <p>Hyper population growth who determined the LC growth rate? Not the market, but our Boards of Supervisors and they have enabled through their decisions a hyper-growth rate that is otherwise found in no responsible country, including China. The residential population has increased from roughly 120,000 about 20 years ago (1996) to more than tripled - 370,000 in 2016. This represents annual hyper-growth rates for the first 11 years of 6-10%, slowing to 2-4% per year since recession of 2009. Housing development has followed suit, doubled from 62,000 unit in 2000 to 133,000 units in 2017!</p> <p>Hyper-GDP growth - In the absence of county level calculations of GDP, the growth in total personal income is a reasonable substitute. In LC, according to the US Bureau of Economic Analysis, total personal income rose from \$7,145 million in 2000 to \$25,768 million in 2015, or an average of 9.1% per year over 15 years.</p> <p>Traffic congestion - between 2002-2014, auto trips from within and through LC grew 50% from about 4 million daily miles to over 6 million daily miles.</p> <p>The US Census Bureau data shows that LC is substantially a bedroom community 46% of all commuting is out-commutes (nearly 129,000 LC residents), mainly to Fairfax Co and DC; another one-third (93,000) is in-commutes mainly from Fairfax and Prince William Co. Under 20% of commuting residents (56,000) actually live and work in the LC area! The chance of future LC land use policies converting a substantial share of this into LC ~live-work-play households is in my estimation low and the probability of more massive traffic congestion driven by new development very high.</p> <p>Carbon emissions - have grown with the increased usage of electric power (the largest emitter of carbon), which has doubled in LC in 10 years.</p> <p>Sewer and water “ under Envision Loudoun, 2040 Loudoun Water customers may require 90 million gallons daily “ 40 million gallons daily over 2017.</p> <p>School development “ LCPS enrollment has tripled over 2000-2016/17 from 28,800 to 79,000, at an annual rate of 7-10% per year over 2000-2008 and falling to 4-5% per year since. In FY 2017, LC managed 57 elementary schools, 15 middle schools and 16 high schools.</p> <p>Commercial retail space development - has nearly doubled in size since 2000. Forecasts show that Loudoun could experience a rise by another 54 million ft2 of non-residential development from 91 million in 2015 to 144 million in 2040 according to the 2017 Fiscal Impact Committee Guidelines.</p> <p>Government and tax burden LC housing-led development has generated an oversized tax-payer bill to pay for public physical and social infrastructure.</p> <p>The average annual property tax for LC is \$5050. In a study by the Urban Institute, fewer than 3 percent of US counties in the US had average residential property tax payments per household of more than \$4,000 (2013 data) “ LC ranked 35 among more than 3000 US counties.</p> <p>The LC Capital Improvement Program for the next six years (FY2019-24) “ of which over three-fourths is financed by external debt and local taxes is \$2.4 billion</p> <p>Of this total, 54% is for transportation (\$1.3 billion), followed by school projects at 20% (\$484 million).</p> <p>This budget is about 70% higher than the capital budget approved just six years ago in 2013.</p>

1. Introduction Specific Comments

Page	Topic	Comment
		<p>According to the VA Employment Commission (December 2017, p24), Federal and Local government is the largest employment sector of the economy in Loudoun County with (24,694 employees.</p> <p>LC Gov operations and capital facilities in FY 2017 cost nearly \$2.5 billion on 535 properties for 20 general Government facilities, fire and rescue, sheriff, 3 landfill, recycling and wastewater treatment system, and parks and recreation centers</p> <p>County debt service has growth from \$146 million in 2013 to \$204 million in FY2019, almost 10% of the budget</p> <p>What is the right Goal? To moderate our over-heated Loudoun County growth rate to a digestible 2-3% over the next 25 years. In the absence of a revised Envision Loudoun, Loudoun residents can seek Supervisor candidates to make this pledge, vote them in if they keep it, and vote them out if they don t.</p>
1 - 2	"Bring People & Places Together: Efficient infrastructure networks "	"Efficient infrastructure network" must mean mass transit, as auto/SUV transportation is not efficient. So, to tie this paragraph in with the first one, add "Well designed places will predominantly center around mass transit nodes and bicycle networks in order to reduce global warming impacts, and mitigate economic turmoil due to oil price shocks."
1 - 3	What's New	In 3 of the 5 highlights, higher residential density is the theme in contrast to the residents who called for more parks, green space, better schools, and better roads. This misses the mark in addressing the residents top concerns.
1 - 3	Economic changes unspecified	What are the specifics behind the phrase "The Loudoun 2040 General Plan acknowledges that the economy has changed significantly since 2001". What aspects, what metrics are used, what are the values?
1 - 4	Housing Choices/Diversity	Other than ADUs, I do not see how the county can mandate affordable and workforce housing. I notice the use of the word "encourage". After speaking with LoCo employees at one of the open houses, I have learned there is no way to mandate the selling price of homes. Even "encouraging" condos does not ensure workforce housing. Many LoCo condos sell for over \$400,000.
1-4	Goals	Add a new goal: Build a Sustainable, Resilient Community Powered by Clean, Renewable Sources of Energy
1-4	Goals. Enhance Quality of Life	replace vibrant, fulfilling, and healthy active lifestyles, celebrating all that is unique to the County with active engagement in Loudoun's natural, historical, and cultural resources.
1 - 5	Urban policy areas	Why is urban policy area plural? The others are not.
1 - 5	Transition Policy Area	Minimum amounts of open space, trails, and parks (as a percentage of the total area under consideration) should be specified to provide recreational opportunities for residents of the entire County. Rationale: the statement needs to be binding and its outcome measurable for Comprehensive Plan compliance purposes.
1 - 5	Rural Policy Area	A quantified maximum amount (in acres or as a percentage of the total amount of acres) of the Rural Policy Area needs to be specified to ensure limited residential development and supports a robust rural economy. Rationale: to ensure a quantified basis for Comprehensive Plan compliance purposes.

1. Introduction Specific Comments

Page	Topic	Comment
1 -6	Trends	"Loudoun will continue to be an attractive place for development." The authors don't get the desires of Loudoun's citizens who want less development, less traffic, lower taxes. Read the surveys. This plan was clearly written by developers.
1-6	Trends	"the demand for residential and non-residential growth will continue." Loudoun citizens do not feel bound to yield top the developers "demands", or the "demands" of non-Loudoun citizens to move here and change the county.
1 - 7	Multigenerational housing	There is a lack of multigenerational housing in the Sterling Park area. This has led to overcrowding in houses. On page 1-7, it's stated that "There is also a general trend toward more people living in multigenerational households, where extended family lives together. Multigenerational households may require different types of housing options, with more bedrooms, bigger common areas, accessory apartments, in-law suites, or other attributes that help accommodate the needs of multiple generations living together". We need a community of larger homes on land zoned for R1.
1 -8	Using the plan	Using the plan is not clear. More explanation and simplification are needed. Do developers follow the few policies and that's it?
1 - 8	Flexible	The plan is so flexible as to be meaningless. "Accommodating opportunities for innovation and change" allows developers to propose anything and a pro developer BOS to approve anything.
1 - 77	equine industry	The VA tech equine Center should be more correctly referred to as the Virginia Tech Marion DuPont Scott Equine Medical Center. In addition, it is not north of Leesburg, but in the North of Leesburg but within Leesburg.
1 - 80	Rural use	3.1 ensure compatibility of rural uses through evaluation of scale of use, intensity and design. This sounds great, but developers on ZOAG and other special interests will push back and so far, they have won. Wineries and breweries are fine if they are primarily farms, but to have them be event centers and bars on 10 acres is abhorrent and ignores intensity and scale

2. Land Use Specific Comments

Page	Topic	Comment
Overall Land Use Chapter	2. Land Use	In the Urban Policy Areas make sure to provide public transportation from Urban Transit Centers to/from Urban Centers & Urban Employment. Otherwise, you will be creating more traffic problems.
Overall Land Use Chapter	2. Land Use	a) In the Rural Policy Areas, please don't leave those of us in the lurch who have preserved large tracts of land with few options for how to make money off of that land. I understand that the County wants to keep the RPAs rural, however we need more creative options than farming & opening wineries by which to make keeping the land in open space affordable. Please streamline the special exception process and make it more inclusive of alternative methods to make owning land more affordable i.e., so that developing does not become the only alternative when facing financial hardship. Otherwise you will see RPAs become SPAs and ultimately UPAs as time ticks on. b) In addition, in the RPAs, please give greater weight to large green space land-owners when considering comments from residents during public policy meetings, i.e., instead of only considering the numbers of people commenting. In RPAs, One family owning a large tract of land should be considered a greater asset than one family living

2. Land Use Specific Comments

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		on a small tract of land in a subdivision, if you want to keep rural spaces rural. Otherwise all the HOA members' views will ultimately outrank large land-tract owners' views and ultimately force the large landowner to develop. c) The plan needs to better address how it will prevent cut-through traffic in rural villages when roads are widened in RPAs. Route 15 is a prime example.
Overall Land Use Chapter	2. Land Use	When you speak of "multi-use trails" on private land you need to address how that land will be "taken" and discuss compensation methods.
Overall Land Use Chapter	3. Natural & Heritage	The plan needs to better address how it will protect natural & heritage resources, as well as other resources listed in Chapter 3, when the County is considering widening rural roads. Route 15 is a prime example.
Overall Land Use Chapter	4. Housing	Develop a rent and homeownership subsidy program to address the housing needs of low to (delete "and") extremely low-income or vulnerable households including older adults on fixed incomes and persons with disabilities.
Overall Land Use Chapter	2. Land Use	I am a resident of Old Town Ashburn and I do not agree with the proposed Suburban Commercial Community plan type, along with removing the Village plan type from my community. I had a chance to review the proposed changes at the Envision Loudoun work session and don't believe this is what we want in our town. My community is a small town consisting of single family homes and very little retail. The suggested plan type is calling for 8-24du/acre which is not in line with the Board Approved ZOAM-2016-0014 that my neighbors and myself had fought for with 1-4du/acre. This community does not have the infrastructure to support this proposed plan type. <i>*repeated 91 times in the Land Use Chapter Specific Comments</i>
Overall Land Use Chapter	2. Land Use	I am proposing we add a Suburban small lot neighborhood (similar to the transition small lot neighborhood) plan type, which falls more in line with the current established neighborhood setting. This will allow our neighborhood to be consistent to the surrounding community and not put a burden on our lack of infrastructure. A small lot neighborhood has a suggested du/acre that is more in line with the ZOAM-2016-0014 that my neighbors and myself had fought to pass, along with the BOS approval. We need to think about keeping this community safe and believe this plan type will allow that to happen
Overall Land Use Chapter	2. Land Use	i. Are these intended to work around the state's recent amendments to the proffer law?
Overall Land Use Chapter	2. Land Use	ii. If so, were the higher proposed densities for many of the place designations intended to strengthen the case for why these areas should be exempt from the proffer restrictions?
Overall Land Use Chapter	2. Land Use	i. The Route 28 Employment area should not remain restricted to employment growth simply because of the special tax district. Instead, a significant portion of future housing growth should be located in the 28 Corridor, integrated into an urban mixed-use community with new and frequent, high-capacity transit service. This will reduce commute distances and the transportation challenges that would be created by too much housing growth to the west of Dulles Airport. Since isolated office parks are losing significant value, and mixed-use urban offices are gaining value, certainly the special tax district would remain viable and any legal requirements appropriately amended to make this possible.

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Overall Land Use Chapter	2. Land Use	Sustainability: We appreciate the focus on the environment and sustainability but note that the sustainability section does not discuss the air pollution or climate change impacts of transportation. Transportation is now the number one source of U.S. greenhouse gas emissions and there is not discussion of how to reduce GHG from transportation in Loudoun. There is also not a stated target for reducing the county's greenhouse gas emissions (that we noted).
Overall Land Use Chapter	2. Land Use: Summary Comments	Summary: The extremely rapid growth of Loudoun County, the vast land area involved just in eastern Loudoun, and reliance on a supergrid and the automobile have created significant challenges for the county and its residents. While the new commitment to mixed-use, walkable urban communities is to be commended, providing for too much additional growth and too many centers of higher density while not actually making major on the ground changes to the transportation approach will make conditions significantly worse. The county may be biting off more than it can chew with this plan. A much more targeted, fined-grained and phased approach is needed. Focus on the TOD areas as the top priority with well-connected street grids, revitalize older communities in Sterling and Potomac with carefully scaled infill, focus on local street grid connections between existing and new neighborhoods, reducing growth in the Transition Policy Area, make dedicated transit-ways a priority, and set specific goals to increase non-auto mode share and reduce VMT and GHG emissions.
Overall Land Use Chapter	2. Land Use	i. We believe the Ashburn Station should be the county's top development priority. It is already off to a good start with a grid of streets and mixed-use development. It should have the highest density within ½ mile and an extended grid of complete streets.
Overall Land Use Chapter	2. Land Use	ii. We continue to be perplexed by the location of the Loudoun Gateway Station where the airport noise zone makes healthy residential development impossible. That's why this station is likely limited to office uses, should be the major park and ride station, and should include a much-expanded Broad Run green corridor that can be Loudoun's Great Central Park serving the Ashburn community.
Overall Land Use Chapter	2. Land Use	g. The Transition Policy Area is being over-planned for Village Centers and Commercial Centers which are too large in area, along with a very large swath of large lot development.
Overall Land Use Chapter	2. Land Use	i. How much additional development is being permitted in the TPA?
Overall Land Use Chapter	2. Land Use	ii. Why is water and sewer being extended throughout the TPA and what is to prevent private landowners from seeking equal levels of density to adjacent Village Centers once water and sewer are extended?
Overall Land Use Chapter	2. Land Use	iii. Why is the TPA to be included in the Small Area Plans?
Overall Land Use Chapter	2. Land Use	h. What is the purpose of the three Small Area Plan designations? These do not meet any definition of small.
Overall Land Use Chapter	2. Land Use	1) Land Use and Growth: We have very significant concerns however that go to the core of the entire plan – both land use and transportation: the plan proposes far too many areas of higher-density, mixed-use urban and suburban centers scattered across eastern Loudoun (with a much higher additional potential buildout in the suburban and transition policy areas) than the county road network, schools and other infrastructure can support.

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Overall Land Use Chapter	2. Land Use	a. Has the County staff calculated the minimum and maximum growth potential allowed by the new place types in the many areas they could be applied? Without this information we cannot know if transportation and other infrastructure can support this level and these locations for growth.
Overall Land Use Chapter	2. Land Use	b. We understand that the county has 30,000 units of approved but not yet built housing units and existing zoning capacity for about another 20,000 units. How many additional housing units would be added under the new planning categories (minimum to maximum range)?
Overall Land Use Chapter	2. Land Use	c. The county and the reports by GMU and Kimley-Horn may be over-projecting future housing need particularly given opportunities in other parts of the region for revitalization that provides significant additional housing in mixed-use medium to high density transit corridors.
Overall Land Use Chapter	2. Land Use	d. The plan repeatedly refers to much of eastern Loudoun as “built-out” but when one compares eastern Loudoun to old, walkable urban communities the distances between developments, between residential and commercial, and the amount of land dedicated to parking lots is immense. The plan needs a more fine-grained set of examples for how these areas would be infilled and connected. It’s good that the plan talks about infill, but illustrative approaches should be provided.
Overall Land Use Chapter	2. Land Use	e. By creating so many urban and suburban mixed-use areas, it may be that the county is ceding any control over timing and location of future development, leading to significant stress on infrastructure. In what ways could the county prioritize or phase the locations of these centers?
Overall Land Use Chapter	2. Land Use	f. The Urban Policy Areas are oversized – 4000 acres for the two Metro stations, and a 3 mile by 1mile corridor for the Route 7 UPA. It is not clear that the Route 7 mixed-use centers as planned will have an adequate connected grid or a transit system of adequate frequency and capacity to handle the growth.
Overall Land Use Chapter	Arts	The Plan for Parks and Recreation needs to reflect the need to encourage and support a LARGE Arts Complex and/or ARTS district focused on areas with revitalization potential such as Sterling Park.
Overall Land Use Chapter	General	As a commercial real estate owner, I worry that limiting uses in the suburban areas to primary and secondary uses will limit the flexibility a developer needs to respond to market demands. Also, some of the buildings shown don’t match the density limitations, i.e. buildings shown are 20+ stories and the max allowed is 8 stories. (Urban Center) Also color coding the place type headers to match the colors on the map would be helpful.
Overall Land Use Chapter	General	Pg. 2-61 Vision: Strengthen the vision for the Transition Area—it should include the original resource protection-based rationale in the current plan in addition to the language about being a visually distinct area.
2-1	transition area	I live one quarter mile east of Watson Rd. When we purchased our property in 1984, it was zoned A3. it was later down zoned to one house per 20 acres. Desire to be in transition zone.
2-1	Down zoning	when we bought our land, it was zoned A3, years later we were down zoned to A20 we lost \$2,000.000 we want the county to pay us what they took from us and others do also

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2-1	Policy Areas	Policy area sections do not follow a standardized format. Consistency makes comparing them easier.
2 - 1	Design Standards	Flexible design standards should be included, such as increased building heights, that maximize housing diversification to meet market demand around urban centers. The 1/4-mile limitation is arbitrary and inflexible.
2 - 1	place type	The term place type is confusing. What’s wrong with using land use?
2 - 1	Land Use Chapter size	This chapter is too long. Break it up into areas. That would make it easier to use and understand.
2 - 1,56	Transition Policy Area	<p>The purpose of this letter is to express our surprise and disappointment as it relates to a recommendation in the draft Envision Loudoun Comprehensive Plan pertaining to our properties which are located on the south side of Braddock Road, between the planned communities of Kirkpatrick Farms and Seven Hills. The properties are more specifically identified with the following PIN#s: 206-16-1540, 207-46-1171, and 206-26-3209. Together, they comprise a total of approximately 40.2 acres. Our families have owned the properties for more than 30 years.</p> <p>Our property has been identified as Parcel in the Comprehensive Steering Committee (CPSC) and staff work on the Transition Area during the discussions relating to the new plan. At the onset, our properties were identified as suitable for development to a higher density than currently allowed in the current Comprehensive Plan. Clearly, from a planning standpoint, this made perfect sense considering that all of the property surrounding us has been zoned and developed in a suburban development pattern and at a density higher than allowed by the current Transition Area policies.</p> <p>While the current draft plan continues to designate our property as suitable for development at a higher density, the maximum density would only allow development at 1 unit per acre. This does not recognize the development density and zoning immediately adjoining our property and the development occurring along Braddock Road. The density in Kirkpatrick Farms south of Braddock Road is 2.34 units/acre. The density in Seven Hills is 2.39 units/acre. There is an existing elementary school immediately adjoining our property to the west. The land bay adjoining our property to the east in Seven Hills is planned for office use. One only needs to look at the attached zoning and property line maps to see that our property bears no relation to the purposes and goals of the Transition Area as stated in the Envision Loudoun draft plan.</p> <p>Clearly, the establishment of the Transition Area boundary along Braddock Road in this specific area did not recognize prevailing and proposed development patterns. It would have been more appropriate from a planning standpoint to include Kirkpatrick Farms, our properties, and Seven Hills in the Suburban Area since that is how the two existing communities are zoned and have been developed. We had hoped and anticipated that through the Envision Loudoun process there was an opportunity to correct this mistake and felt the CPSC was on a course to do this, so we are disappointed that the current draft does not include or address this change.</p> <p>In Chapter 4- Housing of the draft Comprehensive Plan, it acknowledges that the County will have a shortage of housing supply and land to accommodate the anticipated growth of the County going forward. It would seem counterproductive to artificially limit the density in an area of the County that has already developed in a suburban manner. Chapter 5- Economic Development of the draft plan also acknowledges that the lack of attainable and desirable housing is a challenge as the County continues to try to grow its economy.</p>

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		<p>We respectfully request that the CPSC and staff consider re-designating our area of the Transition Area, or at least our specific properties, to Suburban designation. Even if this was done limiting the development of the property to a maximum of 2.3 units per acre and retaining the other Form and Character Guidelines of the Transition Small Lot Neighborhood, it would recognize and allow this property to be developed more in keeping with all the property that surrounds it. If this designation is done then the County, at the same time, could amend the limits of the Small Area Plan to include this area to ensure that it would obtain adequate proffers for any proposed development.</p> <p>Again, we believe this very minor change to the draft Envision Loudoun Comprehensive Plan will correct a discrepancy that has existed since the current plan was adopted. It makes eminent sense from an overall land planning standpoint and is supported by other policies and statements in the draft plan. Thank you for your consideration in this matter.</p>
2 - 2	Quality Development	The Transition Village that is proposed to the west of Braddock Rd and Northstar is not a sensitive integration into the adjacent development (Willowsford). Multi-family attached dwellings will great high density in the area and are not compatible with the type of building nearby. It will increase congestion, noise, traffic, light to its neighbors and will not have the same quality of materials that have been used to build the homes in Willowsford.
2 - 3	Transition Policy Area	Retain the Transition Policy Area with its 50-70 percent open space goal, including undeveloped forests, streams, meadows and wetlands that protect watersheds.
2 - 4	Valuing Ecosystem Services in development planning	<p>As the county plans for responsible, smart, strategic development, I urge you to consider the value of services that healthy ecosystems provide ("ecosystem services) and include in the plan ways to preserve and bolster the availability of these services throughout the county. Services that healthy ecosystems/nature regularly provide include water absorption/stormwater management/minimizing runoff, minimizing erosion, fresh air, shade and cooling, fertile soil, pollination, clean water, recreational experiences, mental health, and much more. It's in the county's power to encourage preservation of these assets whenever possible. We should encourage developers to use responsible practices and consider giving preference to those that do. We can suggest guidelines to new and existing communities to do the following:</p> <ul style="list-style-type: none"> - use native plants and low-maintenance/minimally invasive landscaping - avoid mowing all un-built land. Leaving wild space for meadows, trees, and forests. - plant trees along sidewalks and roadways wherever possible. This cools our environment and makes it more likely to be used for recreation purposes. <p>These can be attractive and provide the ecosystem services mentioned above to people who live in the immediate community and beyond.</p>
2 -4	UPAs	I support the idea of Urban Policy Areas and encourage you to fully implement this concept - making those areas as dynamic and appealing as possible. condensing living areas around metro stations would help preserve other areas in Loudoun for other purposes and would hopefully alleviate some need for more suburban development instead.
2 -5	Place type	I have concerns about place types. Don't really like the term. They sound very broad and flexible with minimum development parameters.
2 - 6	Place types	I don't like place types. Not clear.

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2 - 7	Special Activity Place Type	This place type as described is inconsistent with the vision for the Rural and Transition Policy Areas. Please Limit the applicability of the Special Activity Type Place to Suburban and Urban Policy Areas.
2 - 7	Place types	Parks and special activities place types. It seems weird to have these two place types stuck here by themselves. They are out of place. I'm not loving place types anyway.
2 - 8	Tables	Would change color of tables to avoid squinting. Easier to read black font than white on gray.
2 - 9,10,11,13	Land use incentives and development with creativity	<p>Loudoun County has a mix of complementary land uses and project designs that ensure the long-term sustainability, or environmental and economic health, of both the individual development and the broader community. Chapter 2, and the vision statement (copied below), but I am not sure what specifics can be implemented in such general terms? "Distinctive identities will be realized in the County through the use of high quality design, siting, landscaping, architecture, signage, sustainability and other design elements"</p> <p>A unique opportunity lays in a section along Route 50 on the south side between Loudoun County Parkway and Gum spring Rd. There are some bookends there (the town center project that is on hold, but hopefully starts up again. Then there is the Gum Spring strip mall near Stone Ridge. In between these two areas are a host of things that the county and state could incentivize in the short term to make traffic better. (Route 50 safety study) as well as what is listed throughout the plan in making communities connected and having the development set up, so it helps make businesses successful. Safety- incentivize consolidation of access points off of 50 for turn lanes into the areas now. Be proactive in the safety aspects early and develop later. Change the access point limitations in the zoning ordinance and allow access from Tall Cedars on the south side of the parcels and also from 50. This area that is outlined has a host of issues that are topics in the plan. Water and Sewer has bypassed many parcels in this area, and now it should be given serious incentives to parcel owners or developers to connect into the public system. Imaginative thoughts and options should be presented (maybe the parcel owner gives part of the land up front for a shared access point, while the water sewer expenses are paid for to be connected or at least a market value /price to assist in connecting.</p> <p>This area is poised to grow and doing so smart and access on both sides of the parcels in the area from Route 50 and from Tall Cedars would make the commercial area much more desirable and at the same time allowing owners or developers to design access points for safe and easy use by residents and visitors to the county. The zoning aspect of this plan must be flexible or more flexible than what it is to allow creative minds to mold new areas. Flexibility is key, and I do like that the new plan is outlining flexibility, but creativity is equally important.</p>
2 - 10	Introduction	A significant change in this plan is the removal of detailed guidelines in each policy area that have been relocated solely to the zoning regulations. This removes the guidelines from public scrutiny and comment and removes the voices of the residents.
2 -10	Parkland	"Accessible and connected parks and open spaces" is acknowledges as a critical component of Quality Development; but the plan does nothing to make this happen across wide areas of the county. Only guidelines to be encouraged with new developments.
2 -10	Quality Development	Seems like the design guidelines scattered throughout the document belong with quality development in one complete chapter.

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2 -10	Quality Development and Sustainability	Quality Development and Sustainability don't fit in the land use chapter. Could they be their own separate chapters and be expanded and more thorough?
2-10	Sustainable growth	<p>Sustainable growth</p> <ul style="list-style-type: none"> -Use a watershed-based approach to land-use planning to identify, map, monitor, protect and connect our finite assets of streams, forests, wetlands, meadows and steep slopes; then integrate our plan's transportation, economic and building development goals. -Retain the Transition Policy Area, with its 50-70 percent open space goal, including undeveloped forests, streams, meadows and wetlands that protect watersheds. -Design buildings and associated landscapes to use energy and land and water resources efficiently, in order to minimize short- and long-term negative impacts on the environment and residents.
2-10	Street Design	Though mentioned, I would prefer to see more references, reflecting greater commitment, to Safe Routes to School (e.g., discussion of street design, including parking where applicable, in Chapter 2 should stress following Safe Route to Schools guidelines and ADA guidelines.
2 - 11	Sustainability	Sustainability is a completed separate topic than quality development and should have its own chapter.
2 - 11	Sustainability	This sustainability section might fit better in the environment chapter. Seems out of place here.
2 -11	TPA General	Note your footnote "include 937 acres of land designated Rural Policy Area in previous plans", and the gradual increase in density that has already occurred since 2001. The TPA will be under attack through 2040 as has been since its implementation. ALL increases in density should be removed, as there will be continual pushes from developers to increase density.
2-11	Conservation of natural assets	<p>Conservation of natural assets</p> <ul style="list-style-type: none"> -Implement a River and Stream Corridor Overlay District to identify, map, preserve and restore our streams and associated woodlands, meadows, wetlands and steep slopes that provide water and air quality, wildlife habitat and recreational opportunities. -Use integrated management strategies to ensure strong coordination within internal organizations, between local, regional and state agencies, and with partnerships, regional alliances and nonprofits.
2-11	Sustainable quality of life	<p>Quality of life</p> <ul style="list-style-type: none"> -Identify, acquire and preserve land for a connected network of habitats. Provide stewardship and enhancement of our natural assets, to ensure biodiversity and open space for our growing population. -Improve air and water quality through tree preservation, native tree planting and landscaping practices. -Adopt a climate adaptation plan to address the economic, environmental and social impacts of climate change and to increase the County's resilience to the effects of climate change.
2 - 12	Policies, Strategies, and Actions	Within various policies, the word incentives are included. By creating suitable zoning regulations to create the vision, using incentives for developers would not be necessary and be more fiscally responsible for the county. If incentives are necessary to follow guidelines, then the guidelines are useless.

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2 - 12	Countywide policies, strategies, and actions	It is unclear how the countywide policies and design guidelines will be interpreted to support the differing visions for each of the various policy areas. That could be clarified by adding the following additional policy: Policy 1: Where there is conflict between the countywide policies and design guidelines for quality development and those of a specific policy area, the policies and guidelines of the policy area will take precedence.
2 -12	Policy	Is the county supposed to follow these policies, actions, and strategies or are these for developers to follow? This has to be clearer.
2 - 14	Policy 6-high quality	Install Artwork in open spaces, parks, retail centers to encourage longer stays. I lived in the city of Brea California (Orange County) and they encourage business owners to erect artwork on the property. This really made the city beautiful and encouraged people to walk, sit and admire the view.
2 - 14	Quality development	Seems like more is needed on quality development. It should be its own chapter and include lots of pictures and examples. Define eye-level design guidelines. Define high-quality architectural, site, and landscape design.
2 -17	Opportunities	The section on infill and redevelopment only focuses on building more density. It is wrong to assume the only value for the remaining greenfield in the suburban policy area. This open space could serve valuable parks in 10, 20, 50 years. This plan should have a long-term vision and consider the value open space has for the future of the county.
2 -17	Infill Redevelopment	Infill and redevelopment are buried in the land use chapter. This chapter needs to be its own more thorough chapter.
2 - 18	Revitalization in Potomac & Sterling	I was delighted to see this in the plan. Both areas could greatly benefit from "in-fill", additional housing and better retail. So, could Countryside. The new shopping center off Rt. 7 (Harris-Teeter, Chuy's, etc. near NOVA) is a great prototype for either place. Sterling Park is a wonderful place to add more housing, however attention must be paid to school capacity. I do not think the general public is aware of the CDBG efforts and other loans and grants for revitalization. They deserve widespread support.
2 - 18	Policy action strategy	The policy strategy action format is cumbersome and hard to follow.
2-18	Revitalization in Sterling/Potomac	"...address displacement and housing affordability when redevelopment occurs." Would you use eminent domain for redevelopment in the established Sterling Park area, or anywhere else?
2-18	What Makes a Place	Parks and Recreation is addressed but not open space. Include the latter.
2 -19	Infill	Stronger examples are needed for infill. Flesh out the chapter more fully and include examples and pictures. A big part of the east will be infill and redevelopment, so the chapter needs to be comparable to that.
2 -20	Policies Strategies	I'm not sure what the difference is between a policy, strategy or action. It doesn't say who is required to do which of these.
2-20	Land Use	I am looking at the map on page 2-51 and I do not see nearly enough green. I know of some places that are marked as "parks" and they are not shown as green on your map. Does that mean they will be eliminated? I have not seen enough protections in place to keep places like Kephart Bridge Landing, Elizabeth Mills Park, etc. as protected places. I haven't seen anything mentioned about protecting the Potomac Heritage Trail. I am

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		<p>disappointed with this plan. It seems that those who are putting together this plan are not people who like the outdoors. They do not know the beauty of the green areas in Loudoun. They do not want to watch the sunset. They do not want to keep nature protected. I appreciate that there is language about preparing for solar technology and green buildings but why not make it a requirement? Especially for data centers that you love so much. Perhaps 50% of the data centers should have solar technology.</p> <p>Moving on to housing... why so much? Did you know that a county does not HAVE to grow so much? We do not need to turn Loudoun County into a 1,000,000-person county. I moved here because it was still rural. And now all I want to do is have my kids grow up, go to college, so I can leave. Why? Because you want to keep over populating the county. You do not want green spaces. You want data centers (UGLY!) and more traffic.</p> <p>This General Plan is lacking. Did you know that in Fairfax County I can get on most any trail and it will link up too many other trails? Where is that in Loudoun? It is too difficult due to population. I want trails. I want green. I want parks. I want protected natural areas. I'm happy to share my photos of those beautiful places with you. Perhaps you don't understand their beauty and benefits. Please reconsider your General Plan. Please fall on the side of more green areas and less data centers and housing.</p>
2 - 22	Quality Development	Use the Leadership in Energy and Environmental Design (LEED) Neighborhood Development V4 rating system as the main score for quality development. Require a base score from which density is proportionally increased with higher scores, or proportionally decreased with lower scores.
2-22	Public Space	Public spaces should incorporate recreational uses (e.g., playground, beach volleyball, soccer, football, kickball, frisbee, mini-golf, water features) as well as merely serving as gathering places.
2 -23	Action 3.1A	Action 3.1A requests the redevelopment be consistent with Place Types, yet action 1.4E uses incentives to increase density beyond place types. These two are in direct conflict. This inconsistency will cause confusion and challenges in implementation of the plan and should be removed prior to implanting the plan.
2 - 24	UPA around Route 7	<p>I would like to raise my concern about the Draft Loudoun 2040 General Plan (Envision Loudoun). I believe it is a mistake to plan Urban Policy Area (UPA) around Route 7 and intersection of Route 7 and Road 28.</p> <p>Both roads are already very packed and are impassable during rush hours. Unlike UPAs around three Metrorail Stations, there will be no metro station around Route 7, thus, everybody will need to travel by car to and from this planned UPA. This development will paralyze traffic on Route 7 and 28 Road in this area. Development of UPA around Route 7 will negatively affect the quality of life of the current residents and new residents.</p> <p>Also, I hope that the additional traffic load will be considered during planning of three UPAs around new metro stations. The traffic affects the quality of life, attractiveness and value of the properties. I hope you hear my voice and take this into account.</p>
2 - 24	IECC version	2018 IECC should be referenced
2 -24	Guidelines redevelopment	The redevelopment guidelines are not measurable. They are only topics. How much mixed use? What building form and scale? What kind and how much open space? What limits of noise and light?
2 -24	Guidelines	The guidelines on 2-24 are not specific enough, too general.

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2 -24	Guidelines	Each guideline must have a quantifiable metric and associated target(s) for Comprehensive Plan compliance purposes. Rationale: To ensure the ability to evaluate proposed development efforts to abide by the guidelines listed.
2 - 24,25	Add policy and action language for LEED Building and LEED Neighbor Development Neigh	Add policy and action language for LEED Building and LEED Neighbor Development to Policy 1
2 - 25	UPA around Route 7	<p>Dear Supervisors,</p> <p>I would like to raise my concern about the Draft Loudoun 2040 General Plan (Envision Loudoun). I believe it is a mistake to plan Urban Policy Area (UPA) around Route 7 and intersection of Route 7 and Road 28.</p> <p>Both roads are already very packed and are impassable during rush hours. Unlike UPAs around three Metrorail Stations, there will be no metro station around Route 7, thus, everybody will need to travel by car to and from this planned UPA. This development will paralyze traffic on Route 7 and 28 Road in this area. Development of UPA around Route 7 will negatively affect the quality of life of the current residents and new residents.</p> <p>Also, I hope that the additional traffic load will be considered during planning of three UPAs around new metro stations. The traffic affects the quality of life, attractiveness and value of the properties. I hope you hear my voice and take this into account.</p>
2 - 25	Add "bikeable" to "walkable"	Add "bikeable" to "walkable" as accessibility from adjoining communities is enabled by ensuring sufficient, connected bike networks and integrated lanes/paths
2 - 25	Add policy and action language for LEED	Add policy and action language for LEED Building Design and Construction, LEED Interior Design and Construction, and LEED Neighbor Development to Policy 1
2-25	Urban Policy Area	With demand for office space diminishing across the region, and fierce competition from Metro/TOD areas like Tysons and Reston, Loudoun should lessen prescriptive requirements on development types with UPAs, i.e. ban on single story retail that would serve s short term, interim uses.
2-25	Urban Policy Areas	Loudoun's UPAs will take a generation or more to fully develop. Be flexible in allowing interim uses that do not represent ultimate highest and best use.
2 - 27	Strategy 8.2	Add depletion of natural resources to Action A, and LEED Building Design and Construction, LEED Interior Design and Construction, and LEED Neighbor Development rating systems to Action B.
2 -27	Define sustainable economic practices	In 8.3, define sustainable economic practices in the context of supporting/incentivizing businesses with products and services in sustainability
2 -27	Strategy 1.7	Absolutely random statement to ensure drive-through retail uses be incorporated with mixed used buildings. This strategy needs to be removed as irrelevant.
2 - 28	Green Building	Add action to 9.4, Use the Leadership in Energy and Environmental Design (LEED) Neighborhood Development V4 and LEED Building and Construction rating systems as the basis for adjusting density. Require a challenging base score from which density is proportionally increased with higher scores, or proportionally decreased with lower scores.

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2 - 28	Environment	Each policy area has unique environmental and heritage that needs protection. Thus, each policy area Design Guideline needs to have topic for environmental protection. Different setbacks, riparian buffers, impacts on TDML, different pollution controls. Urban areas need more sediment ponds as there is less opportunity for forest, wetlands, and creeks to capture runoff and prevent catastrophic flooding. Suburban areas have slightly more open space and green space. The transition policy area should be focused on preventing pollution of our drinking water with large buffers on our watershed, creeks and rivers. The rural policy area should manage farms to prevent agricultural pollution from entering the water ways.
2 - 29	Strategy 1.6	Remove greater than 2000 square feet. The paragraph captures the intent perfectly, that single story buildings conflict with pedestrian oriented mixed-use development and should not be permitted.
2 - 31	Street Trees	The subtitle should read Street Trees (no at end of Street).
2 - 31	Sidewalks, street trees, & plantings	We really need sidewalks on cascade parkway from Church Rd to Nokes Blvd. I work at Harris Teeter and the distance is very close to my residence but it's a dangerous and difficult walk.
2 - 32	Infill policy 1 action add	Add Integrate all plans with the Comprehensive Transportation plan. Increase/reduce zoning based on LEED Neighborhood Development score"
2 - 35	Place Types	What is the difference between a predominant and secondary use, 51 % v. 49%?
2 - 36	Urban Employment	The pictures shown are more than 8 stories so if you are going to attempt to graphically show what the community would look like with a bldg. height limit of 8 stories, you should use a suitable graphic. It is misleading.
2 - 37-41	Add cycling context to Urban section	Throughout this section: Add "cycling" to "pedestrian" mentions to ensure cycling is supported not just between communities, but within as well.
2 - 40	Permitted uses in the Urban Transit Center	The Urban Transit Center areas should include data centers as a predominate and secondary use. There are many critical data centers facilitates already located in this area and much of this land is zoned for this type of critical, financially beneficial use. In particular, the northeast corner of Loudoun County Parkway and the Dulles Greenway (the National Rural Utilities land) as well as the so-called Dulles-Berry lands on the east side of Loudoun County Parkway are zoned for and natural sites for data center development. These lands are in the heart of Loudoun's critical "Data Center Corridor," much touted by Loudoun and one of the County's most important, tax-positive, fiscally-beneficial uses. Data Centers produce significantly more revenue (for general taxes and the Rail Tax District) than virtually any other use, and also consume almost no County resources (most notably, no children or school impacts and very few additional County resources - no libraries, parks or recreation facilities, mental health needs, etc.). Thank you for considering these remarks.
2 - 42	Transition area residential density	Need to add residential density in the transition area
2 - 42	Transition area	Need to expand the transition area south of Leesburg to go out to Route 15
2 - 42	Transition Policy Land Use	Strongly discourage data centers/light industrial near the intersection of Evergreen Mills and Shreve Mill, too close to residential, noise pollution, and ruinous to the beautiful, peaceful countryside drive along Evergreen Mills that all enjoy. Strongly suggest pushing data centers/light industrial zoning to the east side of 267 only. Also, Leesburg schools

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		are already over-crowded and getting worse, so re-zoning the 400 acres south of Heritage High School to allow one house per acre would be untenable for school system and traffic, strongly recommend against this. Time to prioritize the interests of existing tax paying Loudoun residents and allow only smart growth like housing concentrated around new metro stations.
2 - 42	transition area	<p>The page numbers are wrong, so the number listed corresponds only to the table of contents.</p> <p>The zoning in the transition area should be one house per 10 acres. One per 3 acres is too many houses, even clustered, putting too many cars on the roads, especially route 50, that already needs better solutions than traffic lights.</p> <p>Houses should be built into the terrain, not on tops of hills. Open space and so-called green spaces should be placed in conservation easement. The majority of green space should not be groomed grass in need of mowing. Virginia native plants, grasses, ground covers, etc., should be required of developers to maintain continuous natural habitat for animals and pollinators. Wetland areas should be managed to include plants like milkweed and other plants that absorb water to prevent runoff. Walking trails should not be paved, to discourage run-off.</p> <p>Bradford pear trees, and other non-native, fast-growing trees should not be allowed.</p>
2 - 44	TPA Policy 1	Action A, which encourages a "variety of housing", is incompatible with the overall goal of this section, which is to provide a visual transition between the SPA and the RPA. Townhouses, duplexes, and other types of high-density housing are appropriate for the SPA, but not the TPA. Even if surrounded by an acre of open space, a townhouse is still a townhouse.
2 - 45	Strategy	The concept of compatibility of new development with existing development pattern which surrounds it is discussed at length within each Place Type and sub sect (Urban, Transitional, Suburban) of this document. It cannot be lost on Loudoun that the market drives a lot of this and it is always changing. 10 years ago, who would have thought an indoor skydiving simulator, next to a golf driving range, next to an indoor shooting range, across from a white table-cloth steak restaurant was compatible with the existing patterns which surrounds it. Growth and development needs flexibility within these sub sects and zones, it would be dangerous to establish a threshold for the next 10 years that all develop needs to match what exists in/around sites currently.
2 - 51	Suburban Employment	As a long time CLI Rt.50 property owner, I want to express my enthusiastic support and sincere appreciation for your efforts on behalf of our County in planning for smart, balanced, live-work-play policies that will lead to responsible community growth that will serve us and the next generation so well. The Form and Character Guidelines for the Suburban Employment area in which my property is located channels the growth and development our County will experience into optimum areas with the existing and currently planned infrastructure that will be required. I wholeheartedly support these policies and their designation for the properties identified for the Suburban Employment place type.
2 - 51	Policy	Vagueness of the entire section. The terms such as; encourage, guidelines, support, continue to evaluate, promote, establish, facilitate, etc. are just too vague. To have any real future impact the plan must be more definitive and incorporate actions that need to take. Will and must, particularly with voter support, will a much greater impact on the future. Too much and effort is being spent to allow it to become a dust collector on a shelf or in cloud!

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2 - 51	old Village of Ashburn is NOT Suburban Community Commercial	The old Village of Ashburn is a historic Rural Village. Rural commercial property in the old Village of Ashburn should NOT be classified as Suburban Community Commercial. It should be classified the same as the Rural Villages the RPA. As mentioned in 2-87 of the draft plan, The County's land development approach for the Rural Villages is to limit new residential, business, and commercial activities to uses that are compatible with the historic development patterns, community character, and visual identity of the individual villages". The old Village of Ashburn should be treated the same as the other Rural Villages.
2 - 51	Ashburn	<p>I am a resident of Old Town Ashburn and I do not agree with the proposed Suburban Commercial Community plan type, along with removing the Village plan type from my community. I had a chance to review the proposed changes at the Envision Loudoun work session and don't believe this is what we want in our town. My community is a small town consisting of single family homes and very little retail. The suggested plan type is calling for 8-24du/acre which is not in line with the Board Approved ZOAM-2016-0014 that my neighbors and myself had fought for with 1-4du/acre. This community does not have the infrastructure to support this proposed plan type.</p> <p>I am proposing we add a Suburban small lot neighborhood (similar to the transition small lot neighborhood) plan type, which falls more in line with the current established neighborhood setting. This will allow our neighborhood to be consistent to the surrounding community and not put a burden on our lack of infrastructure. A small lot neighborhood has a suggested du/acre that is more in line with the ZOAM-2016-0014 that my neighbors and myself had fought to pass, along with the BOS approval. We need to think about keeping this community safe and believe this plan type will allow that to happen.</p>
2 - 51	Suburban Place Type Map	After reviewing the Suburban Area Map it seems there are several sections throughout the Suburban Neighborhoods (Russell Branch Pkwy-Waxpool Rd) that are being considered Suburban Community Commercial. I am not sure if it is due to their existing Zoning Ordinance, but it seems as though you didn't know what else to do with these areas and just put this Plan Type. In the smaller areas, this plan types dwelling units (8-24 du/acre) are too high to accommodate the established communities. Is it possible to suggest a different plan type with a smaller dwelling unit that compares closer to the surrounding communities? By adding Suburban Community Commercial you are running the risk of overcrowding these small communities, some of which do not have the infrastructure to handle the high volume of proposed dwelling units.
2 - 51	Car-lite/car-free zones: upzone Urban Community	<p>For every block that incorporates car-lite/free measures, upzone (increase) density by 2.0 FAR. With the metro, bus networks, bike networks, carsharing, and soon-to-be driverless cabs, the need for single person automobile usage is greatly reduced over the current average Loudoun residence and office/retail usage. Steadily increasing gas prices are another factor that will constrain the use of automobiles, especially after 2020. Include the text; Car-lite/free development within ½ mile of metro is defined by;</p> <p>a. Equal to or less than 0.5 parking spaces per residential dwelling unit, with set-asides within that number for carsharing services.</p> <p>b. Car parking minimums for commercial and retail uses reduced by half over current requirements.</p> <p>References: http://Carfree.com Carfree Design Manual, J.H. Crawford, ISBN 978-9057270604</p>

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2 - 51,58	Suburban Community Commercial	I recently reviewed the Envision Loudoun plan and do not agree with the plan to convert Old Ashburn from "Village" plan to "Suburban Commercial Community." This does not align with the desires of myself and my local community neighbors. The proposed density of 2-8du/acre does not match the 1-4du/acre that we fought for in ZOAM-2016-0014. We propose Suburban small lot neighborhood which is more consistent with the current established neighborhood and works better with our limited, constrained infrastructure.
2 - 51,58	Suburban Community Commercial	Old Ashburn cannot withstand over development for many reasons: 1) Everyone agrees that safety will be endangered with the increase in high-density population. (including the BOS under the revised ZOAM) 2) Limiting development to 4-houses per acre is a reasonable setting for the current infrastructure. Developing Old Ashburn as a suburban area will greatly impact the surrounding area. the roads cannot be widened, no room for stoplights etc. thanks
2 - 51,58	Suburban Community Commercial	As a long-time resident of Old Ashburn, I'm very concerned about the proposed changes to allow higher-density development. This is completely at odds with the current character of Old Ashburn. It will cause gridlock and be a safety hazard to all residents. Please don't allow this to happen.
2 - 51,58	Suburban Community Commercial	I would like to express my concerns about proposed changes to planning restrictions in Old Ashburn. I spent many evenings with my Old Ashburn neighbors, attending BOS meetings in Leesburg, appealing for common sense limits on development. Development should be limited to a maximum of four houses per acre.
2 - 51,58	Old Ashburn proposed zoning	Hi, I live in Old Ashburn. The residents here feel strongly that the infrastructure will not support high density development as proposed. We've already been through this process with the recent recommendations for 1-4du/acre designation. Please do not change this to 8-24/acre.
2 - 51,58	Suburban Community Commercial	Old Ashburn is not being represented in this Plan. Over the past year the community residents have spoken loudly to the County and BoS with their opinions and concerns about Old Ashburn. We have attended Envision Loudoun meetings and provided the same feedback. However, the County, has gone in the opposite direction and recommended a Plan Type against what the community would like to see. I thought the County wanted to hear our voices? We live in this community. Do not allow Old Ashburn to get lost in Loudoun. It is unique and still has a Village feel.
2 - 51,58	Suburban Community Commercial	Old Ashburn has been in a battle to save the town. The recommended Plan Type is not what the current ZOAM states. Rather it supports the builder and developer's Plan. Old Ashburn has spoken loudly. Will he County hear us?
2 - 51,58	Suburban Commercial Residential	Old town Ashburn should remain residential with a limit of four residential properties per acre. Anything else is absurd!!
2 -51,58	Suburban Community Commercial	I am a resident of old Ashburn. I've been here for six years and what attracted me and my husband to this particular neighborhood was the peaceful residential atmosphere. In the short time that we have been here, we're rapidly watching our quiet community rapidly change. We moved away from the over-crowded community in Baltimore County, but it seems those issues are following us here. Please please please consider the impact to the community, the school systems and access to public resources. If we keep adding homes and retail spaces but don't add schools or hospitals or police, then were diminishing the value of the neighborhood. We need to focus on improving what currently exists. We already are having a difficult day one making kindergarten a full day for everyone and the only way it's working now is an overcrowded solution and shuffling kids farther from

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		home. Please think about your choices from the residences perspective and quality of life.
2- 51,58	Suburban Community Commercial	I don't agree with the land use. This goes against what most people want and why we moved to Loudoun in the first place. If I wanted my town to look like the crap-hole that is now Fairfax, I would've stayed in Fairfax.
2 - 55	Suburban Light Industrial	This is the area where industrial space is being squeezed due to demand for data center land. Currently 1.0 FAR is allowed by SPEX (public process and governmental review), limiting non-res up to 0.6 FAR would severely damage the land holders in this area and jeopardize the continued growth of a significant portion of the local economy. As demand for this zone increases (and land values) it allows the industrial development groups to look elsewhere (Transitional Zone, etc) to establish.
2 - 55,57	FAR	The draft plan says that nonres. FAR for Suburban Industrial and Light Industrial lands should be up to 0.6. However, these lands can currently achieve up to a 1.0 FAR by SPEX. Limiting the FAR to 0.6 would significantly impair land values for properties in these zones. Many major land owners, including ourselves, acquired properties throughout the County on the understanding that these lands would permit up to a 1.0 FAR. Changing the rules now would be devastating and damaging to our investments in the County. It would also constrain the County's opportunity for growth, tax revenue, and employment. As such, this section should be revised to be consistent with the current process that allows a 1.0 FAR with a SPEX.
2 - 58	Suburban Community Commercial	<p>Last week I had a chance to go to the Envision Loudoun Information session and are very concerned with the ideas that are being proposed in Old Ashburn. First it seems as though the stakeholders are recommending Old Ashburn to no longer be considered a Village. This will ruin the small town feel we have loved and fought for this community. These suggestions are due to previous misguided decisions made by the Planning Commission along with the Board of Supervisors to allow for certain commercial properties to be built in this community. It also doesn't help that the county approved 33 Townhomes, in an established single-family community. These Townhomes do not have the look or feel of this existing community and certainly don't fall within the existing Village Conservation Overlay that has been placed around Old Town Ashburn. The community does not have the infrastructure to support this proposed plan type; even with the talk of a new sidewalk project that will only spam one side of Ashburn Rd and not support the other side of this community. When we had all met at the second round of Envision Loudoun meetings, comments from several supervisors assured us that Old Town Ashburn would not be lost, but it seems your promises are not being upheld. We fought for the ZOAM-2016-0014 in order to keep the population low and do not feel as though this community should be burdened with the proposed Suburban Community Commercial that is proposing 8-24 du/acre.</p> <p>I am proposing that we add a Suburban small lot neighborhood (same predominate use requirements as the Transition small lot neighborhood) which falls more in line with the approved ZOAM (1-4du/acre) and helps keep with the current established neighborhood setting. This will allow our neighborhood to be consistent to the surrounding community and not put a burden on our lack of infrastructure. The roads in our community are too narrow with warped sidewalks on one side of the community that you cannot walk upon. There is no shoulder to pull over safety to allow for fire and ambulance to get through the road. Plus, most days there are bicyclists that drive both ways on Ashburn Road to get onto the WOD Trail and their safety is also at risk. Suggesting Suburban Community Commercial and the proposed high density will put us right back to where we started and will not provide safety of our families.</p>

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2 - 58	Suburban Community Commercial	I was recently told more specifics for my surrounding community which includes a Suburban Community Commercial Plan Type. I am not sure where all of these Plan types are being proposed but this Plan Types dwelling unit quantity does not fit in with my existing community. Based on a recent ZOAM passed by the Board of Supervisors, a dwelling unit quantity of 1-4 du/acre is more suitable, not a high quantity of 8-24 du/acre. It seems as though this plan type does not work well with all of the proposed community areas. What can be done to either reduce the dwelling units to fall in line with the approved ZOAM (1-4 du/acre) or replace the proposed Plan Type for Old Ashburn.
2 - 61	size of transition policy area	is the TPA LARGE ENOUGH OR DENSE ENOUGH To accommodate our plans for growth?
2 - 61	Transition Policy Area	It isn't mentioned specifically on this page, but I would suggest enlarging this area especially so more affordable housing can be erected. Many people have complained and will continue to complain about growth, but those aren't the people who can't find housing that work in the lower paying industry. We need those people, and those people need a place close to work to live.
2 - 61	TPA	There is a footnote on this page that states the TPA includes 937 acres of RPA from previous plans. It would seem to me we should explain the rationale behind this shift in acreage from the RPA to TPA. The crux of current community blow-back, both in on-line comments and local media, is this land-use shift, the loss of 450 acres of open space, and the anxiety revolving around the "True North" development adjacent to Goose Creek. The aspiration to facilitate more residential and commercial development in the TPA merely encourages further suburban/urban creep to the west in future iterations of the Comprehensive Plan. Absent some explanation behind the land-use shift from the RPA to the TPA and mitigating controls to prevent further erosion of the RPA, this is going to be a significant stumbling point for the county and ultimate adoption of the plan.
2 - 61	Trees, and Plantings	Specify using only native trees and native shrubs.
2 - 61	TPA General	Note your footnote "include 937 acres of land designated Rural Policy Area in previous plans", and the gradual increase in density that has already occurred since 2001. The TPA will be under attack through 2040 as has been since its implementation. ALL increases in density should be removed, as there will be continual pushes from developers to increase density.
2 - 61	TPA open space	I strongly believe that you should keep current number of houses authorized for the Transition Area the same as in the current Revised General Plan remove the 2,500 dwelling unit expansion in the new draft plan this represents a 25% increase in the housing in the TPA
2 - 61	Additional growth in TPA	The tone of the entire TPA section is not how to preserve the transitional character and open space but how much land is available for development. The draft plan reduces open space from 70% to 50%. 750 acres of rural area has been moved to the TPA, despite 'promises' not to change the rural area. Changes to increase density in specific areas adds 2500+ residential units, not 1,500 as claimed in Envision Loudoun materials. Rezoning from residential to industrial opens the TPA to data center development.
2 - 62	Trends and Influences	This section appears to contain a lot of opinions and very few facts. As a resident of the TPA, I completely disagree that "Much of the existing residential development in the TPA looks the same as subdivisions in the SPA, with the exception of additional areas of open space". In fact, I feel the design and construction of the homes in the TPA is quite different than those in the SPA - homes are larger, on larger lots, and generally built with a more arts and craft feel. Furthermore, I've seen no data indicating why you believe that

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		"suburban-type residential units" demand will increase. As a resident and worker in the area, I hear quite the opposite - that people are exhausted by the sameness and yearn for something different with more space to breathe and relax. The existing TPA is unique to Loudoun County and rezoning portions to look like the SPA will result in more sameness that can be found elsewhere in Loudoun and other neighboring counties and will cause the TPA to completely lose its sense of character.
2 - 62	Trends and Influences	The statement "Much of the existing residential development in the TPA looks the same as subdivisions in the Suburban Policy Area" is false and needs to be removed from this section. In the SPA, subdivisions include condos, duplexes, town houses, and single-family homes. The TPA is strictly single family detached with large open spaces except in areas approved by rezoning. Willowsford does not look like Brambleton, The Broadlands does not look like The Meadows, Ashburn Village does not look like Lenah Mill,
2 - 62	Development Principles	Topic 1 requires a visual and spatial transition be maintained between the SPA and RPA yet in Topic 8 inserts a variety of housing and lot sizes and unit types. Remove topic 8 as it is inconsistent with goal of a visual and special transition. Otherwise, the TPA is just an extension of the SPA. Preserve the TPA and its true function of protecting the watershed for Loudoun County's drinking water by restricting residential development.
2 - 62	Transition Policy Area	Under Trends and Influences, plan states the failure to achieve housing diversity which detracts from affordability, is addressed thru the village and commercial design concepts. Housing diversity can be achieved thru no minimum lot size on a single family detached unit. This is consistent with the character and appearance of the TPA. 2001 Comp Plan permits ADUs and no limit on lot sizes to promote housing diversity in clustered development and Countryside Villages. Permitting 4 units per acre and single family attached and multi-family units in Transition Village and Transition Commercial Centers is not consistent with the vision of this planning area. There will not be a visual and spatial transition if this type of development is permitted. It is suburban policy area development. The current policies of the TPA are not a failure. Please remove the word "failure" from this section. The TPA has been a source of land for numerous parks, schools and open space. These are all needed and desired by the residents of Loudoun County.
2 - 62	Transition Policy Area	Remove the sentence that states: Much of the existing residential development in the TPA looks the same as subdivisions in the suburban policy area. Only areas that have been rezoned in the TPA look like subdivisions in the suburban policy area like Kirkpatrick Farms and Seven Springs. Otherwise, the TPA has been developed as single family detached units with different lot sizes to promote housing diversity. 50% open space requirement is a unique characteristic in this area. There are no multi family or single family attached units in the TPA.
2 - 62	Transition Policy Area	Plan states: The TPA is expected to accommodate limited amount of demand for suburban-type housing by offering targeted areas of higher density development in proximity to services and amenities. The Transition Village and Commercial Center proposed in the small village of Lenah is not near services and infrastructure. Route 50 is a 2-lane highway and the schools in Dulles South will not be able to accommodate the additional students. Location is also not near suburban policy area or amenities.
2 - 62	Transition Policy Area	Plan states: Since 2005, the TPA has been a source of land for numerous schools and parks. This is a success story because land is very expensive in the suburban policy area and these schools and parks serve these residents. Downzoning areas in the TPA with the Transition Village, Transition Commercial Center and Transition Small Lot Neighborhood will make it more difficult to secure these facilities at a reasonable cost for taxpayers. Keeping the current base zoning allows the County to continue this success story. Three

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		schools are still needed in Dulles North (elementary, middle and high school) and 30 parks are needed.
2 - 62	Transition Policy Area	Plan states: the failure (please change word) to achieve housing diversity, which detracts from affordability, as well as the desired appearance and character of the TPA. This statement needs to be changed because the desired appearance and character of the TPA is to provide a visual and spatial transition between the suburban and rural policy areas with open space as the predominant visual element. Housing diversity is achieved thru different lot sizes and prices. For example, Willowsford offers larger housing types and Tanglewood offers smaller housing types. Providing affordable or workforce housing was never the intent of this policy area. The desired appearance and character of the TPA has largely been fulfilled with the exception of rezoning on the boarder of the suburban policy area like Kirkpatrick Farms and Seven Hills.
2 - 62	Transition Policy Area	Plan notes: Failure (please change this word) to achieve housing diversity, which detracts from affordability, as well as the appearance and desired character of the TPA, is addressed thru revised village and commercial design concepts. After reading pages 71 and 72, there is no requirement in the village and commercial place types for affordable or workforce housing. Just because you add single family attached and multifamily dwellings does not mean they will be affordable. Downzoning will not provide affordable or workforce housing in the TPA. It will only give developers the opportunity to build high density residential by-right which will increase the costs for services and infrastructure to county taxpayers.
2 - 63	Development Principles	Principal number 5 should not allow for any additional development UNTIL essential services and infrastructure ARE in place.
2 - 63	Development Principles	Principle #8 is unattainable without turning the TPA into the SPA - is that the objective? Why would affordable housing be placed in an area not serviced by public transit? Unless that's the plan? Adding public transit to the TPA completely robs it of any rural feel and would render the TPA useless.
2 - 63	Polices, Strategies, and Actions	Strategy 1.2 completely changes the character and intent of the TPA by allowing SPA type development.
2 - 63	Policies, Strategies, and Actions	Policy 1, Action A clearly indicates the intent to increase density and change the character of the TPA to match that of the SPA since the SPA no longer had land to develop. At what point are these concessions going to be made into the RPA and completely ruin the integrity of Loudoun's land? The line was drawn at the TPA, this is an attempt to re-draw the line at the RPA - what's next?
2 - 63	Policies Strategies and Actions	Remove 1.2A as it is inconsistent with the function of the TPA. The TPA needs to retain its function as a visual and spatial transition to the RPA and protect the watershed. This objective cannot be accomplished with the type of suburban density included in 1.2A. You cannot protect the TPA and yet convert it to suburban development.
2 - 63	Policy 1 (TPA)	The phrase "substantial open space" needs to be quantified as a percentage of total TPA acreage. Rationale: To ensure Comprehensive Plan compliance.
2 - 63	Transition Policy Area	Add information about the historic and environmental resources in the TPA that need to be protected by subarea including the Arcola School, Old Carolina Road, quarries, Bull Run, Goose Creek and Beaverdam Reservoir. Locating the resource by subarea helps explain why certain areas are zoned TR-10 and others TR-1.

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2 - 63	Transition Policy Area	Open space requirement which defines the TPA needs to be put into permanent conservation easement otherwise it could be designated for future development. Conservation easements could also increase the accessibility to the public (another goal for development in this area).
2 - 63	Transition Policy Area	A development principal in this area states: new development will address its impacts on services and facilities. Adding 4 units per acre west of Northstar Blvd, Lenah and Evergreen Mills Road as proposed in the Transition Village will make schools overcrowded in Dulles South even with the opening of HS-9 and ES-29. These are the last schools planned in Dulles South. There has been overcrowding for years and residents are finally looking forward to stability. North of Route 50 is short an elementary school, middle school and high school. More residential density in this area will increase the need for more schools when land is difficult to acquire.
2 - 63	Transition Policy Area	Increasing base density in Transition Village and Transition Commercial Center to 4 units per acre will put a strain on County finances to provide the services and infrastructure. Plan states new development will be directed where services and infrastructure are in place. TPA is outside small area plan so any new development will not have proffers. Increasing allowable by-right development is not fiscally sound. County or taxpayers will have to pay for additional services and infrastructure to serve these new high-density developments. Base zoning that is currently in place in the TPA subareas has been accommodated because it is low intensity development. Keep the current base density and remove the Transition Village and Commercial Center place types because its impacts on services and facilities has not been addressed.
2 - 63	Development Principles #7	New development will provide accessible open space networks providing trails and passive recreation uses that connect communities and retain the environmental function of the open space. -- These should be mandated to connect to adjoining properties/communities and be open to the public.
2 - 63	Development Principles	#8 New residential development will provide for a variety of housing and lot sizes, and unit types to support affordable/workforce housing. -- Please explain. How to you get developers to build affordable/workforce housing (besides ADUs)? I have been told by LoCo planning that it is not possible to mandate housing prices. Have you seen the prices of condos and townhouse in Loudoun. Far from workforce housing. Workforce/Affordable housing is just a ploy by developers to be allowed to build more.
2 - 63	Principles Strategies 1.1	There are no maps to look at. Accommodate residential and non-residential uses in locations identified on the Transition Policy Area Place Types Map. It seems this comp plan was not ready for public review.
2 - 63	Actions	Encourage a variety of housing within individual developments by permitting small and large lot single-family detached units, duplexes, semi-detached units, accessory units, townhouses, and other housing types that expand affordability opportunities and support the lifestyle preferences of a diverse community. IN OTHER WORDS - SUBURBANIZE THE TPA.
2 - 64	Under "B"	Light industrial is not appropriate in the TPA but, of course, since the True North Data Center was approved in the TPA, you've already set the wrong precedent.
2 - 64	TPA	DO NOT modify the Rural and Countryside Village Zoning District standards to accommodate Mixed-use Commercial Centers and the Transition Village development option to expand housing diversity and improve commercial viability. KEEP the TPA as it is now. This is important for the future of our rural areas. STOP all exceptions such as the

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		recent BOS approval of the True North Data Center. No more exceptions as one leads to another and eventually the TPA would no longer exist as originally planned.
2 - 64	Policies, Strategies, and Actions	Policy 1, Action B is an attempt to allow commercial development to provide "services" that the existing residential community has been clear they do not want or need. The existing residents of the TPA purchased homes in this more rural section with the understanding that services and amenities would not be right next door. We do not need, nor do we want, commercial development near our homes.
2 - 64	Polices, Strategies, and Actions	Policy 1 Action D: why expand development? Resident feedback in the early Envision Loudoun sessions was clear - no more development in the TPA!
2 - 64	Policies, Strategies, and Actions	Policy 3, Strategy 3.1 provides for commercial, employment, and public use area development compatible with the desired residential patterns and character of the TPA. Who desires this? Based on resident feedback during the initial Envision Loudoun process, residents specifically stated they saw no need for continued development in the TPA.
2 - 64	Policies Strategies and Actions	1.2B What is the relevance of having Rural and Countryside Village zoning in the TPA section. Housing diversity is code word for higher density. Remove this section.
2 - 64	Strategy 2.1 / Action C	Maintain a minimum threshold of 50 percent open space throughout the TPA. Add an objective level of 60 percent open space throughout the TPA for aspirational Goal purposes. Rationale: Open Space continues to be a high priority characteristic of the TPA. This builds upon the existing metric for Comprehensive Plan compliance purposes.
2 - 64	Open Space in TPA	Thank you for placing high value on open space. I urge you to consider a variety of types of open space - some that is usable by people, and some that's usable by wildlife. Not all open space should be mowed, manicured, and maintained. Some should remain wild or minimally maintained (like mowing paths through meadow instead of mowing the meadow). Native plants and trees should be used whenever possible when plantings are needed. This will benefit people and wildlife - and allow people to connect with nature in a more authentic way.
2 - 64	Transition Policy Area	Plan encourages a network of interconnected open space. Add open space must be contiguous to the development. For example, Springs of Lenah built single family detached residential on the west side of Lenah Road and purchased lots on the east side of Lenah Road for open space. Lots are not contiguous with the neighborhood. Interconnected, accessible, usable and contiguous open space needs to be required.
2 - 64	Actions D.	Continue to define the TPA by six subareas to protect and expand the existing development pattern as identified on the Transition Policy Area Place Types Map. -- AGAIN-NO MAP. THIS PLAN WAS NOT READY FOR PUBLIC REVIEW
2 - 65	Policies, Strategies, and Actions	Policy 3, Action A appears to be included to appease the residents who clearly stated their disapproval of commercial and industrial development in the TPA. If residents are clearly opposed and this level of concealment is needed to appease the residents, perhaps the development of such commercial and industrial areas should not be allowed.
2 - 65	Design Guidelines	What happened to 70% open space in some parts of TPA? Open space should be increased to a minimum of 70% to all undeveloped TPA

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2 - 66	Design Guidelines	Item 6, A provides no minimum lot size which opens the door for developers to dramatically increase density. Lot size minimum has been a feature of the TPA that should persist.
2 - 66	Design Guidelines	Item 7 accounts for "larger" and "higher density" developments despite the fact that TPA residents have consistently asked for no further development in the TPA. Additionally, this language directly contradicts item 6 above it which suggests further developments should be small in scale.
2 - 66	Housing Diversity	The TPA provides one type of Housing Diversity within the county, single family detached housing. Housing Diversity does not mean the same type of housing everywhere, it means a range of housing choices located throughout the county. The TPA can have housing diversity as single family detached that serves families with traditional detached housing, single level living for seniors, and affordable detached housing for public servants. Remove sentences 7 & 8.
2 - 66,67	Policies	This is an undesirable change from the current Transition Zone plan. Low Density is what has made this area attractive to buyers.
2 - 67	Design Guidelines	The map provided on this page shows a much larger village lot pattern than what it described in item 6 on page 66 - which is it?
2 - 68	Transition Policy Area Map	My neighbors and I are in favor of Area P moving to the Transition Policy Area on the new map. Development around us has taken away any semblance of a rural nature. Please keep Area P in the Transition Policy Area as depicted on the map on Page 2-68.
2 - 68	Land Use in Transition Zone on Braddock	I am very disappointed in the map showing that Braddock road West of Northstar appears to be changed to small lot neighborhoods. That area is only now filling in, and we all invested in that area because we didn't want to live in Stone ridge or south Riding. We want the space. There's no business development that requires increased population density at that location, nor is it a radial growth from a population center.... It's just to squeeze more people without infrastructure. Please reconsider.
2 - 68	Current zoning anomaly	Per the map, kudos for making progress to fix the current problem south of Heritage High and east of Evergreen Mills Road. Per existing zoning, it makes no sense that as you head north on Evergreen, it becomes "Rural" as you get closer to Leesburg. Actually though, this area should be Suburban, vice TPA small lot. Especially since way before 2040, there will be a metro stop near the Leesburg airport.
2 - 68	Transition Policy Area Map	I am in favor of including Area P into the Transition Policy Area. The surrounding road networks, the nearness of schools and shopping make this a key area for development to help the county's upcoming housing shortage.
2 - 68	TPA Map	Moving Area P to the TPA is the right thing to do. The area has been compromised and is no longer rural. Allowing increased development here will help to alleviate upcoming housing shortages in the county.
2 - 68	Map of Transition Policy Area	I approve of the Transition Policy Area map that is depicted in the new Comprehensive Plan. Increased development here will help to offset projected housing shortages in the county. And, the area is situated in the middle of a substantial road network. Move Area P to the Transition Policy Area.
2 - 68	Transition Policy Area Map	I want Area P moved in to the Transition Policy Area. This area is surrounded by development--Heritage High School, Evergreen Sports Plex, and the Compass Creek

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		development. This land is no longer rural. I believe the area P from Heritage High School to Loudoun Country Day School should be developed. It is adjacent to the town of Leesburg and could offer sites for much-needed housing and perhaps data centers.
2 - 68	Transition Policy Area Map	I believe the area known as Area P should be moved out of rural and put in the Transition Policy Area. This land offers proximity to major transportation (2 entrances to the Greenway) and it makes sense to move it to the Transition Policy area, as it is the perfect area for "Smart Growth" in Loudoun County. I support placing Area P in the Transition Policy area.
2 - 68	Transition Policy Area Map	After looking at this map, I believe that the area along Evergreen Mills Rd from Heritage High School to Loudoun Country Day School (known as Area P) should be moved to the Transition Policy Area. This area is no longer rural and is surrounded by development on all sides--Heritage High School, Evergreen Sports Plex, Compass Creek & Walmart and Red Cedar development. Move this area into the transition policy area to allow Leesburg and Loudoun County to grow in a planned, logical way. It is near entrances to the Greenway, schools, and a major development, Meadowbrook Farms now being built 1 mile from the area. This land is no longer rural & should be in the Transition area to allow planned development.
2 - 68	Transition Policy Area Map	I agree with the proposed changes for the areas on this map. Area P is no longer rural and should be moved to the Transition Policy area. Planning and logical thought is required of communities to grow successfully in the future. I agree with the staff and stakeholders that Area P is no longer rural and should be moved to the Transition Policy Area to allow to logical, planned, smart future growth in our community.
2 - 68	Rural Area	Thanks to the committee members and Staff first off, for an excellent plan. It protects the west and addresses putting new homes where they belong - in the Dulles Greenway corridor. Moving Area P to the TPA is an example of this common sense.
2 - 68	Transition Area Map	I think moving Area P to the Transition Policy Area makes perfect sense. This area is no longer rural as it is surrounded by Heritage High School, the Greenway, the Sportsplex, and soon, a new Walmart.
2 - 68	Transition Area Map	My husband and I approve of moving Area P to the Transition Policy Area. It is nice to see that members of the Envision Loudoun committee listened to the residents and realized that this area is no longer rural. This area is not rural, and It is a logical and smart move to place Area P in the Transition Area.
2 - 68	Transition Policy Area Map	I agree with this map showing an addition of the area from Heritage High School to Red Cedar development to the Transition Policy Area. This area is served by current and proposed roads and is adjacent to the town of Leesburg--so this is the logical place for Leesburg to grow. The area has numerous schools, roads and services. I believe a developer of this property might proffer to 4-lane Evergreen Mill Rd. I support moving this land from the Rural Policy Area to Transition Policy area.
2 - 68	growth sense	I love the common-sense plan that no longer puts townhomes in places like Lucketts and allows for higher density where it makes sense, like Area P between Evergreen Mills and the DULles Greenway.
2 - 68	Transition Policy Area Map	I support this map which includes moving an area east of Evergreen Mill Rd from Heritage High School to Red Cedar to the Transition Policy Area. This area has 2 exits from the Greenway and current roads and would be an excellent area to develop both for housing, retail, or data centers.

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2 - 68	Transition Area Map	We agree Area P should be put into the transition area as shown in this plan. Loudoun County is growing, and this is a logical and smart move as this area is no longer rural. It should be developed to accommodate future housing and community needs.
2 - 68	Transition Policy Area Map	We are in favor of moving Area P to the Transition Policy Area. This area is no longer considered rural and should be developed. I have lived on Evergreen Mills Road for the past 20 years, which was once considered rural, but this no longer exists. With over 12,000 cars on Evergreen Mills Road, this tiny 2 lane road can no longer handle the flow of traffic. As we continue to see the growth this county and Evergreen Mills Road has, it will only get worse. How many more people have to be killed on this tiny road? Developers have the ability to widen the roads, increase density and employment from commercial office, stores and restaurants.
2 - 68	Transition Policy Area Map	I support this map & believe the area from Heritage High School to Red Cedar should be moved to the Transition Policy Area. It is obvious that this area is no longer rural and should be moved to transition.
2 - 68	Transition Policy Area Map	I support this map which moves a small area along Evergreen Mill Rd from rural to transition. This area is no longer rural and has been impacted greatly by construction around it--Heritage High School, the Evergreen SportsPlex, the Greenway, the new Walmart development and the Red Cedar development. I support moving this area (Area P) to the transition area.
2 - 68	Transition Policy Map	I am in full support of moving Area P to the Transition Policy Area as this area is developed already with the Sportsplex, Heritage HS, baseball fields, a new Walmart going in, the Greenway, etc. The area is no longer rural and needs to be developed to support the growth in this area.
2 - 68	Transition Policy Area Map	I support moving Area P into the Transition Policy Area. This area is no longer rural. Area P has two roads with high volume traffic, Heritage High School with lights, music and noise. There is also the Sports Complex with lights and noise, and next is the new Walmart with more lights. None of these things say rural to me.
2 - 68	Expansion into the Transition Policy Area	After reviewing the "Envision Loudoun Stakeholder" recommendations for the upcoming 2040 CP I feel they are spot on with moving Area P to the Transition Policy Area. As a property owner in the area (1983) all one has to do is look around. Evergreen Mill Road has changed over the years....as well it should! As the county planners deal with the rise in population...which brings along the need for more goods and services to handle their needs, it seems a no-brainer that moving Area P to the Transition Policy Area is the right thing to do to keep ahead of the predicted growth....
2 - 68	Affordable Housing	Moving Area P into the Transition Policy Area is the best way to provide lower cost housing for our diverse population.
2 - 68	Transition Area Map	Area P should definitely be in the transition area. It is closest to the town with nearby schools and roads in place. It definitely makes sense to develop this area which is no longer rural.
2 - 68	Transition Policy Area Map	I agree with the proposed changes as shown in this map. Loudoun needs to plan carefully for the growth that is destined to come--whether we like it or not. The area shown in this map as recommended to move from Rural to Transition Policy Areas borders the town limits and an ideal place for needed housing or commercial growth that is carefully planned and designed to meet the needs of residents and potential new Loudoun residents. Transportation is already there with Evergreen Mills Rd and 2 Greenway

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		entrances and proposed new roads connecting Rt. 7 & Evergreen Mills Rd. Developers of this property could possibly proffer improvements to Evergreen Mills Rd. that the county cannot afford at this time.
2 - 68	Transition Policy Area Map	I support the changes proposed in this map for property along Evergreen Mills Rd from Heritage High to Loudoun Country Day School. This area is not rural and is surrounded by current development, so it should be moved to the Transition Policy Area.
2 - 68	Transition Policy Area Map	I agree with the map showing the new Transition Policy area along Evergreen Mills Rd, south of Heritage High School to Red Cedar. This area is no longer rural and can provide logical growth in Loudoun, as there is infrastructure, schools, and services. It is no longer rural and is surrounded by development. I support this change from rural to transition.
2 - 68	Transition Policy Area Map	This map shows an area that was formerly rural but is now caught between development. Therefore, I support moving the area from Heritage High to Red Cedar out of the rural policy to the transition policy area. The homes in this area use well water and septic systems which are at risk due to the development surrounding the area. I support the move to the transition policy area.
2 - 68	TPA Map	It appears land near Fleetwood Farm/Red Hill is being changed to "Transition Small Lot" The map is hard to read, but this appears to be the area that is currently doing well as a larger lot, very rural setting with the dirt road of Red Hill actually improving with a new landscape business and new, larger lot homes; as well as the Fleetwood Vineyard.
2 - 68	Transition Area Map	We are in favor of Area P being in the transition area. Growth is coming to Loudoun County and since Area P is no longer rural, it is a logical place for new development.
2 - 68	Buffer from heavy industrial to residential	Consider adding a Transition Light Industrial area on the Kateabini and Bolling Parcels just north of the existing quarry. This will provide a better transition from the heavy industrial operation and the providentially planned areas to the north.
2 - 68	Transition Policy Area Map	The Stakeholder Committee has done the right thing by moving Area P into the TPA. The area has lost its rural nature and should be an area targeted for development. Increasing density here will help to absorb the demand for new houses that the County is facing.
2 - 68	Map of Transition Policy Area	The increase in road capacity around Area P certainly supports the move of the area to the Transition Policy Area. Increased density can easily be supported by the exits off of the Greenway, and the two major arteries (Battlefield and Crosstrails) that border the area. Thank you for moving Area P to the TPA.
2 - 68	Transition Policy Area Map	I support the changes shown on the Transition Policy map. The area along Evergreen Mills Rd from the Leesburg town limits to Red Cedar should be moved to the Transition Policy Area because it is no longer rural and area around it has been developed.
2 - 68	Transition Policy Area Map	I believe Loudoun will need more housing and commercial area in order to meet the demands of the future and preserve the rural lands to the west, so I therefore support this map and I support moving the areas along Evergreen Mills Rd to the Transition Policy area.
2 - 68	Transition Policy Area Map	I support the changes shown in this map. I support moving the land along Evergreen Mills Rd to the Transition Policy area, because development has been allowed to occur on all sides and this land is no longer rural. I support development in this area rather than the rural land west of Leesburg.

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2 - 68	Transition Policy Area Map	I support preserving the rural land west of Leesburg, so I support development in the area along the southern border of Leesburg along Evergreen Mills Rd. Move that area which is adjacent to Leesburg town limits and has development all around it to the Transition Policy Area. I support the changes proposed on the Transition Policy Area Map.
2 - 68	Transition Policy Area Map	I support the changes to the south of Leesburg along Evergreen Mills Rd shown on this map. This area should be developed rather than the rural land west of Leesburg.
2 - 68	Area P - between the Greenway and Evergreen Mills Rd	I agree with moving Area P to the Transition Policy Area. This is the recommendation of Stakeholder Committee who has been tasked with this issue. Let's use "reason" when it comes to growth and not let politics rule our thought process. Thank you.
2 - 68	Design Guidelines	According to the map, several communities that have begun construction and were approved under the current comprehensive plan are included on the map as being developed with several of the new Place Types described in this document. In particular, the Stanley Martin development on Braddock Rd. has begun development yet is being mapped as a "Small Lot Transition Neighborhood" which is inconsistent with the current plan and the plan under which the development began. Developments under construction should be required to adhere to the plan and zoning requirements in place at the time development began or be required to submit a new zoning application. We should NOT be giving existing land development efforts a blank check to build as they please.
2 - 68	Transition Policy Area	Plan supports 6 subareas of the TPA but does not include a map of the subareas. Please include the map from the 2001 comp plan.
2 - 68	Transition Policy Area Map	I fully support moving Area P to the Transition Policy Area. This area has experienced consistent and changing development that has made it the logical place to allow for an increase in density vs redirecting that density to new areas. Projects and developments surrounding Area P support this as well. The addition of the new Walmart, Sportsplex, Heritage High School and the Greenway have pushed this area out of the "rural" category and it is why I believe the transfer to the Transition Policy Area to be the best solution.
2 - 68	Transition Policy Area Map	Our family is in full support of moving Area P to the Transition Policy Area. Area P is no longer a rural area and to continue to classify it that way is to ignore the dramatic changes experienced in Area P. The addition of the Sportsplex, three high schools, Walmart, Gas stations, Daycare facilities, the Greenway all support the idea of increasing the density in this area versus sprinkling that density throughout the county. I think the citizens of Loudoun County would support this change and benefit as a result. Thank you.
2 - 68	Transition Policy Area Map	Please vote in favor of moving Area P to the Transition Policy Area. Changes to this area through developments such as Heritage High School, Walmart, the Sportsplex as well as the location of the Greenway support this change as well. This area is no longer a rural setting; it should no longer be classified as such. It makes sense to allow density to be increased in this area. Please vote to make this change!
2 - 68	Transition Policy Area Map	I support the proposed changes shown on this map.
2 - 68	Tansition Policy Area Map	I approve of the changes proposed on this map. The area along Evergreen Mills Rd should move to the Transition Policy area because it is no longer rural and had development around it.

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2 - 68	Transition Policy Area	Remove the Transition Village west of Northstar Boulevard. The Board of Supervisors recently approved Kirkpatrick West Commercial Center east of Northstar Boulevard. Residents do not want high density residential creeping west of Northstar Boulevard. This commercial center will serve Willowsford and other areas in the TPA once a there is a sidewalk or trail on Braddock Road. There is no need to add more retail or high-density development west of Northstar Boulevard. Braddock Road is only planned to be 2 lanes west of Northstar Blvd. The road infrastructure cannot handle more car trips.
2 - 68	Transition Policy Area	Please remove Transition Small Lot Neighborhood south of Braddock Road. To be consistent with the surrounding area that is zoned TR-3, this area needs to stay TR-3. The McIntosh rezoning to change this area to TR-1 did not get approved by the last Board of Supervisors because it did not fit the character of this area. Please keep the area south of Braddock Road TR-3 in the Lower and Upper Foley area.
2 - 68	Transition Policy Area	Please remove the Transition Commercial Center and the Transition Village in the village of Lenah. The road infrastructure cannot handle high density development. Lenah is known for its small-scale mom and pop retail like a consignment store and a BBQ restaurant. Grocery stores, pharmacies and chain restaurants do not fit in this small village. Route 50 is two lanes and a 2-lane roundabout is planned at Route 50 and Trailhead. Lenah is located in the middle of the TPA, not on the boarder of the suburban area and high-density development and suburban commercial does not fit with the character.
2 - 68		Map not helpful. Does not show homes / acre;
2 - 68	Transition Policy Area Map	I support moving the sections along Evergreen Mills Rd into the Transition Policy area, since that area has development all around it and is no longer rural.
2 - 68	Transition Policy Area Map	I am in favor of moving Area P to the Transition Policy Area. Development in Area P supports this change as well. This area is no longer a rural environment. Area P is surrounded by projects such as Sportsplex; Walmart project area with additional commercial entities; the cluster of three schools; the proximity to the Greenway all support increasing the density in this area versus moving that density to another location in the county.
2 - 68	Transition Policy Area	Proposed Transition Commercial Center on Braddock Road cannot be supported and will create a stip pattern of retail. Plan needs to take into account approved but unbuilt retail along Braddock Road: Kirkpatrick West Commercial Center, Whitman South Retail Center and a proposed center called Braddock Spring. The influx of commercial centers in the Transition Policy Area threatens the intent of this area with suburban style retail development.
2 - 68	Transition Policy Area	On the Transition Policy Area Place Type map, include the additional number of residential units being proposed by place type in the different subareas.
2 - 68	TPA Map	I see that Area P has been moved to the TPA. This is appropriate, since the area has been surrounded by development. This is an appropriate area to develop, since it is bordered on two sides by Greenway exits and major roadways. Building Crosstrails all the way to Evergreen Mills Road is an excellent plan, since it will relieve both Battlefield Parkway and the Bypass. Great plan!
2 - 68	Transition Policy Area	Keep the current base zoning: TR-10 in Lower Sycolin and Middle Goose, TR-1 or TR-3 in Upper Broad Run, Upper Foley and Lower Foley and TR-3 in Lower Bull Run. Place types could be potential rezonings. Transition Policy Area works because of the base zoning

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		and open space requirement. Developers will continue to submit rezonings and this gives the public an opportunity to give input. Most residents in the TPA value this unique planning area and want to keep it.
2 - 68,84	Increased density for Red Hill Rd communities	<p>It appears the draft plan has included the eastern peninsula encompassing Red Hill Rd where it meets Evergreen Mills Rd, in the Transition Policy Land Use area. We agree with this designation to provide increased residential density in this area that already is heavily residential.</p> <p>This change reflects the reality that this area is surrounded by other communities that already have central water, sewer, and natural gas; neighboring homes have long had higher density with eleven existing 1 to 1.2-acre residential lots that were created, most over 50 years ago, without any open space set-aside; and we are bordered to the northwest by Greene Mill Preserve, which has even greater density with homes on smaller than 1 acre lots and even townhomes. Additionally, our neighborhood was designated for the new water tower that looms in our view with an expected site for a second tower that will benefit other parcels more than ours since we are singled out for lower density.</p> <p>In light of these realities we consider the Transition Policy Land Use appropriate for our properties given how our properties are singled out for lower density inconsistent with the overwhelming majority of land within a half-mile radius. For that reason, we encourage the county to pursue a plan to accommodate greater density for our lots to harmonize with the rest of the development that has happened all around us.</p>
2 - 69	Transition Large Lot	The "Separate Uses" table needs correction. We were told that Large Lot would follow the existing density zoning. For Upper Broad Run, this should say that, not make all areas 1 du/ac.
2 - 69	Open Space	Areas currently zoned TR3 LBR and TR10 require 70% open space today. Transition Large Lot place types that would replace them are proposed to have a 50% open space requirement. This causes the loss of a good deal of open space, without achieving even the goal of more residential development, as the ac/DU remains the same. Was this just an administrative convenience to make 50% consistent? Wherever 70% is the requirement today and housing density is proposed to remain the same, the 70% open space requirement should be maintained.
2 - 69	Transition Large Lot Neighborhood	YES! This is what the transition zone SHOULD be!
2 - 69		Why is Public Facilities listed under Suburban Industrial/Mineral Extraction when it notes, "These uses should be protected from residential uses to maintain their commercial viability"?
2 - 69, 70, 71	TPA	This section is too vague. It lacks specific language on the criteria for large lot, small, and village densities. Without clear constraints, nothing protects the TPA from rampant development of small lots and villages. The clear public consensus for the TPA is to have less growth. This draft does not reflect that vision.
2 - 70	Transition Small Lot Neighborhood	The description of the Transition Small Lot Neighborhood is the very similar to Suburban neighborhood. Remove Single Family Attached Housing from Predominant Uses.
2 - 70	Transition Small Lot Neighborhood	This "Place Type" is an effort to squeeze more of the same from the SPA into the TPA - in fact the photos used as exemplars look strikingly like portions of the SPA. The TPA is supposed to be unique and provide a TRANSITION from the SPA to the RPA. Creating

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		pockets that look and feel just like the SPA creates a feeling of sameness and diminishes the integrity of the TPA.
2 - 71	Transition Village	Remove Transition Village as a place type.
2 - 71	Transition Policy Area	Transition Village place type with single family attached and multifamily residential units is not Transition Policy Area zoning. A target residential density of 4 units per acre is suburban density development. The village of Lenah and west of Northstar Blvd do not have the infrastructure to support high density development. Please keep the current base zoning of TR-1 or TR-3. Developers will submit rezonings and this will give the county an opportunity to study the impact of each application and the public an opportunity to comment. The Loudoun 2040 Comprehensive Plan is the vision and the public support the Transition Policy Area. Please do not compromise this area by allowing high density development.
2 - 71	Transition Policy Area	Remove Transition Village from place type because high density residential threatens to thwart the intent of the transition policy area. Four units per acre with single family attached and multifamily units is suburban development and will compromise the vision to provide a visual and spatial transition between the suburban and rural policy areas.
2 - 71	Transition Village	WHY? Why are the pictures and descriptions consistent with what already exists in the SPA? Why are we allowing the SPA to encroach on the TPA and not allowing the RPA to encroach on the TPA - we are making more of the same! If you want a village feel in the TPA - why not model it after a rural village like Aldie or Middleburg? Why create more of what the SPA already has plenty of?
2 - 72	Transition Commercial Center	Would not add any additional Transition Commercial Centers. High turnover among vendors because there is limited appeal to customers; visually cluttering and take away from the transition landscape, which is meant to be more green. The picture on pg. 2-72 is typical; it could be in a suburban area, has very little landscaping and foliage.
2 - 72	Transition Commercial Center	There is an oversupply of retail development. The county should focus commercial development in the suburban area to promote economic viability of retail, restaurants, and commercial opportunities. The failure to complete Avonlea is one example. Any such commercial centers in the TPA should be very small in scale and not include residential units. By adding this as a by-right development option, the county eliminates the opportunity of residents to provide comments and opposition to development beyond reasonable proportions. Protect our right as residents to have a voice in future development. If such development is of value to residents, then a rezoning application will provide a forum for addressing concerns not otherwise given with a Transition Commercial Center place type.
2 - 72	Transition Commercial Center	NO! The residents of the TPA moved to the area KNOWING that services and amenities would be a bit of a drive which is part of its semi-rural charm. Adding commercial centers to serve people who don't want them will result in failed businesses. If we wanted to live close to commercial centers, there are plenty of opportunities in the SPA. Why are you proposing moving more SPA type places into the TPA when residents have clearly stated their preference to slow development?
2 - 72	Transition Policy Area	Transition Commercial Center does not fit with the non-residential uses in the TPA. Non-residential uses need to represent an appropriate transition from suburban to rural uses. Grocery stores, pharmacies, chain restaurants are suburban commercial uses. Smaller

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		scale commercial retail and home businesses/local offices around the core of villages or clustered development fits with the character of the area. The reduction of the open space requirement from 50% to 30% is also not consistent with the vision of this planning area.
2 - 72	Transition Policy Area	All developments in the TPA must have the 50% open space requirement because this is the predominant visual element that makes it a unique planning area. Transition Commercial Center is no exception. 30% needs to be changed to 50% minimum open space.
2 - 72	Transition Policy Area	Change Transition Commercial Center in place type to be commercial only uses without residential development and 50% minimum open space requirement. Non-residential uses will be comprised of uses that represent an appropriate transition from suburban to rural. Examples of these uses include golf courses, active recreation uses, kennels, nurseries, schools, churches, parks, small scale commercial retail, home businesses and local offices. Like the rural policy area, wineries, breweries, B & Bs and event centers should be included in this list.
2 - 73	Transition Area Light Industrial	<p>Adamantly opposed to light industrial south and west of Sycolin Rd and 267 extending to Evergreen Mill Rd.</p> <p>1) This is not what the people of Loudoun told the Envision Loudoun people during the first go around.</p> <p>2) Industrial is incompatible with rural nature of Evergreen Mill Rd.</p> <p>3) We were told True North Data Center was a one-off. Obviously, this plan was already showing the intention of industrializing this whole area.</p> <p>4) Already sacrificed the area north of Sycolin and 267 to industry so might as well continue with the ugliness. There is no excuse to sacrifice Evergreen Mill Rd too.</p> <p>5) This is another example of a rezoning to north of Sycolin/267 to put in an electric plant which is then being used to justify the True North data center (lots of electric), and now being used to justify industrial all the way along Shreve Mill to Evergreen Mill. Piggy backing one decision on the previous is not transparency.</p>
2 - 73	Transition Light Industrial	This Place Type completely violates everything the TPA stands for - it will increase light pollution, road congestions for the workers, disrupts the rural landscape and places our natural resources at risk.
2 - 73	Transition Policy Area	The minimum open space requirement for Transition Light Industrial is listed as 50%. Please remove the 20% in the suburban area because it does not apply and is confusing.
2 - 73-77	Number of Transition Policy Area residential units and densities	Keep the residential and commercial densities and total number of potential residential units the same as the existing Comprehensive plan. Require all new development to be clustered.
2 - 74	FAR and Open Space in Trans. Industrial/Mineral Extraction	Consider a decrease in FAR to 0.4 to limit building size but decrease open space requirement to 30%.
2 - 75	Development in Rural Areas	I am opposed to the proposal to convert over 800 acres of land from the Rural Policy Area into the Transition Policy Area, which would allow more residential and industrial development there.
2 - 75	RPA Vision	I am concerned that the RPA vision does not account for the potential threat from expansion of town and JLMA areas and does not reflect enhancements that should be achieved by 2040. Suggest the following changes:

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		<p>1. Vision should refer to "The Rural Policy Area (RPA) and the towns and villages encompassed within it"</p> <p>2. Add "permanently protected" before open space,</p> <p>3. Add "a network of integrated recreational trails and enhanced environmental and natural networks" to the list of features that contribute to a high quality of life.</p>
2 - 76	Water and sewer	Remove the requirement that all new development connect to Loudoun water and sewer system.
2 - 76	Forecasted development	In the RPA from 2016 to 2040, the forecasted number of new homes is 7,500. NO. The roads are already overburdened and the viewsheds are ruined by the McMansions on 3-acre lots, scattered around the fields. No stores nearby, no public transport available -- this type of development makes a mess of the rural landscape and lifestyle. We can't even safely drive the tractor on the road anymore. What is 'rural' about that?
2 - 77	Perimeter open space	Open space is intended for preservation of small scale agriculture and natural areas, so limit the amount of perimeter open space to 25% of the total required.
2 - 77	Water quality protection	Require industrial facilities to adhere to strict water quality protection throughout the TPA, not just near key water supply reservoirs.
2 - 78	Conservation easements	Please strengthen a commitment by the County to budget modest County contributions to support partnerships that encourage landowners to put rural land in permanent conservation easements. Without this, the policy of seeking to reduce potential "by right" density in the rural policy area will not succeed.
2 - 78	Farm Preservation & Protection	2nd paragraph: Why so non-committal on supporting positive action to increase conservation easements and purchase of development rights. Words like "should commit and "may consider" are weak and "wishy-washy"
2 - 79	Future of Rural Strategy	"Monitoring" developmental pressure and loss of agricultural land is nowhere near sufficient. Efforts must be made to actively reduce the pressure for residential development and loss of agricultural land.
2 - 79	Land Use & Development	Actions A. Need to be much more explicit as to how to incentivize consolidation of small parcels into bigger ones for agricultural use and to make sure this is not a delayed scheme to create a large residential development.
2 - 79	Rural Residential	Change Strategy 2.1 "Where residential development does occur in the RPA" to "Where residential development is already zoned to occur in the RPA"
2 - 79	cluster housing	The county needs to eliminate the cluster option in the AR-1 zoned properties. Most present clusters do not provide utilization of the best part of the property. The houses are on it.
2 - 79	Land Use & Dev	Action B should be the priority for Strategy 1.1. The support for placing sensitive and working lands into permanent easement is critical as we look to keep a critical mass of agricultural land available for successive generations of producers.
2 - 79	Residential Development	The previous Comprehensive Plan called for preserving 70% of Prime Farmland (class I) soils, but this goal is rarely if ever met. If residential clusters are going to continue, they need to have concrete and non-alterable requirements to preserve usable agricultural land on the remaining non-clustered lots. This means that the land set aside for the rural

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		economy or open space lot must contain a minimum of 80% Class I and Class II ag soils. There must be concrete and verifiable requirements to keep ag land in production, not simply vague or "best case" goals.
2 - 79	Land Use & Development	<p>1.1A Consolidation of underutilized land could be a means to improve economic viability of farms and agricultural land. Please provide examples where this has served such a purpose.</p> <p>Consolidation of land could be misused to create large tracts of land that could be subsequently used for subdivisions. Such a proposal to consolidate land should come with restrictions on use to prevent conversion to subdivisions.</p> <p>The risks of Section 1.1 A are highlighted in Section 2.1A promoting clustered residential development. This section reads Consolidated land for promoting clustered residential development.</p>
2 - 79	Policies, Strategies, and Actions	<p>It is unclear how any conflicts between the RPA policies and the county-wide land use policies will be resolved. I think there should be an additional statement added:</p> <p>"Within the RPA, these policies will take precedence over county-wide policies where the two are in conflict."</p>
2 - 79	RPA Policy 1	Why does the policy use the phrase "in order to provide" character defining features when the features that define Loudoun's unique character already exist? Replace "in order to provide" with "while continuing to preserve"
2 - 80	commercial/industrial/institutional development in rural areas	The proposal to allow the "establishment and/or expansion of existing commercial, industrial and institutional uses" in the rural policy area is contrary to the general policy of preserving the rural policy area for rural uses. This provision should be deleted.
2 - 80	Rural Economy	Actions B. and C. DO NOT allow establishment or expansion of industrial, commercial or institutional uses. In very limited situations (and meeting the additional stated criteria 1,2 & 3) where such action would significantly and measurably contribute to increasing and maintaining the agricultural or conservation acreage of the RPA.
2 - 80	actions b & c	Actions B and C do not enhance the farm properties, it is an open door for interpretations
2 - 80	ag classes	Action D is needed, fund and keep all agricultural and vocational classes in the public-school system and the community college.
2 - 80	Rural Economy	I am concerned about the slow erosion of the rural character and agricultural capacity of the RPA. Actions B and C leave a lot of room for interpretation and leave the door open to many uses that could negatively impact the RPA's ability to support the current agricultural and agritourism based economy.
2 - 80	Rural residential subdivision Actions	To indicate the overall direction that the new subdivision regulations and standards will take, this action should refer to implementing the RPA design guidelines.
2 - 80	Action A.	When making changes to improve the design of clustered residential development in rural areas, consideration should be given to also include mixed use and limited commercial use so that rural land owners and those who live in a clustered development surrounded by rural land can access these commercial establishments. This will reduce traffic on the major roadways as it will allow those residents to get to convenience stores, restaurants and meeting/social spaces without having to travel. Make small walkable

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		hamlets surrounded by rural open space. Lot sizes in clusters should be reduced from current sizes. A hamlet should have a central meeting/social space such as a "General Store" which also serves food. Lot sizes should be no more than 2 acres in a hamlet - more like 1/2 acre - 1 and 1/2 acre.
2 - 81	Rural Economy	Strategy 3.3, Action C. The Rural Economic Development Council should change it charter to preserve and increase rural AGRICULTURE economy in the RPA. Growth and development is not, repeat not, what is needed to protect rural Loudoun. Any efforts to increase growth and development of the RPA should be strongly opposed by the REDC and should provide assistance in diverting such efforts into increasing agriculture and preservation in the RPA
2 - 81	Rural Economy	Strategy 3.3 is critical to the success of the rural economy. High land values and eroding agricultural infrastructure make attracting innovative agricultural entrepreneurs difficult. At the end of the day, rural Loudoun needs to have land available for farming, and people to farm it.
2 - 81	Rural Economy	Land Use is critically important to keeping agriculture viable in the RPA. Action A is good, as we certainly need to maintain the land use tax deferral program. However, the Ag and Forestall District program as currently implemented does not add much value or incentivize long term leases or investment in farmland productivity. If we are to maintain the Ag and Forestall District program, it should be adapted to provide additional incentives beyond the normal Ag, Open Space, or Forest Land Use Tax Deferral and provide enticements for landowners to invest in ag infrastructure on their land that serves the ag economy and/or set up long term leases with new and existing producers looking to expand their operations who are willing to make those investments.
2 - 81	Strategy 3.2/Action D	Add: This network will have a minimum (i.e., threshold) aggregate length of 20% (and an objective aggregate length of 30%) of the aggregate length of the primary and secondary roads in the Rural Policy Area as defined by VDOT. Rationale: Quantify the multi-use trail network length in terms comparable to that available for motor vehicles. The quantification also supports Comprehensive Plan compliance evaluations.
2 - 81	Land Use Preservation	Add: Reduce the minimum acreage required for Open Space Land Use purposes to 5 acres. Rationale: increase the percentage of land areas preserved as open space.
2-81	Agriculture	Glad to see the draft Plan includes a policy of providing further incentives to support local agriculture, recognizing that "further" means additional to existing measures. This commitment should be strengthened with a specific commitment to reduce or eliminate County taxes on barns, sheds and other structures used for agricultural production and storage. Currently, the County is creating more disincentives for farming in Loudoun by increasing taxes on farm structures.
2 - 82	Design Guidelines	"Avoid locating development on ridge lines or hill tops..." - Avoid is not strong enough; this should not be allowed at all.
2 - 82	Food Distribution	Proper support for strategy 3.6 would be a huge boon to agriculture in the RPA. One of Loudoun's strengths is having a suburban East which values quality food product, and a productive West which can meet those demands. Action A would certainly help producers. Action B needs to be more strongly worded to include support for processing facilities and value-add opportunities.

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2 - 82	RPA Design Guidelines	To support the vision for the RPA it should be stated here that the RPA Design Guidelines should take precedence over any county-wide design guidelines for development within the RPA.
2 - 82	RPA Design Guidelines	I think these should include guidelines for road design for developments in the RPA. Something like the following: Avoid the use of divided boulevards and multilane roads in rural developments.
2 - 82	RPA Design Guidelines	How will the design guidelines support the retention of the unique character found in different areas of western Loudoun? Suggest adding the following guideline: Encourage designs that respond to and echo the historic architecture of the surrounding area.
2 - 82	Design Guidelines	The design guidelines should (i.e., must) serve as regulatory requirements. There needs to be a quantified metric and associated target for each design criteria. Rationale: Provide the basis for determining Comprehensive Plan compliance.
2 -82	Strategy 3.7	3.7 C New Restrict residential development from impacting farm activities by requiring large buffers in residential development. e.g. to prevent issues with odors, pesticide application, fertilizer application, herbicide applications.
2 - 83	Under #5	I live in the RPA and have a huge problem with the Rural Cluster Subdivisions. While these may preserve larger tracts of land for agricultural uses, it crams too many people in a small area. This adds to already congested roads, changes our quality of life and we don't want development in the RPA.
2 - 83	Rural Cluster Subdivisions	Add Rural Cluster Subdivisions...seriously? What happened to leaving the rural west alone? This adds more people and, before you know it, we'll need more schools, etc. and then strip malls will pop up to serve these people. Those of us in the RPA DON'T WANT THIS!!! It appears that most members on the Board of Supervisors are listening to developers and not those of us that live in the RPA.
2 - 83	Design Guidelines	Item 6. Any development of new rural economy and rural business uses must truly be agricultural in nature. Just because it in a rural area and looks nice doesn't make it suitable for Western Loudoun. Without such strict interpretation an RV park could be consider rural economy and business.
2 - 85	Rural North Place Type	I am concerned that including only a single place type for the entire rural north will provide inadequate guidance to the development of the comprehensive future zoning ordinance revision referred to on page 2-6.
2 - 86		Why is Public Facilities listed under Transition Industrial/Mineral Extraction when it notes, "Such uses should be protected from residential uses"?
2 - 86	Villages	Remove strategy that states: Higher than existing residential densities within the rural villages will be supported. Use language from 2001 comp plan that states: Rezoning to higher residential densities will not be approved in existing villages. If the proposed rezoning provides a design that reinforces the character, pattern of development and identity of the village, small area plan will provide the guidelines. Small area plan needs to be developed before any residential rezonings will be considered because it is the vision of the community.
2 - 87	Rural Village Designation of Aldie Mountain Village	I was flabbergasted to learn my rural neighborhood was designated a "rural village". Its current composition doesn't come close to the plan's definition. It includes residents, farms and only one community facility - Mt Pleasant Baptist Church - that's not a village,

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		and a village by the plan's definition is certainly not what I bargained for when I moved to this area 20 years ago. I would encourage all residents of this defined village be polled to see if they wish to have their community designated as such - I can assure you that existing residents would not support such a designation - only absentee owners would support this given it increases density for their benefit at our expense. I would like to see a more detailed definition of the village's boundaries. This designation seems to be a pipe dream of urban planners at the behest of the development community and not in response to any requests made by the actual citizens who live there.
2 - 87	Rural Villages	Aldie Mountain: as there is no specific village at Aldie Mountain and no commercial structures at all, this is rather an invitation to developers to increase density/add commercial units which the traffic pattern does not support. It should be removed from the list
2 - 87	Rural Villages	The Loudoun 2040 General Plan discusses historic Rural Villages in Loudoun County. Twelve of the historic Rural Villages are in the Rural Policy Area (RPA). However, the County's Village Conservation Overlay District recognizes thirteen existing rural villages. The thirtieth is the old Village of Ashburn, which is in the Suburban Policy Area and Ashburn Small Area. The Loudoun 2040 General Plan needs to specifically mention the old Village of Ashburn in the County's land development approach for the Rural Villages. New residential development in the old Village of Ashburn should be compatible the existing development in the village. The maximum dwelling units per acre should be limited to no than four (4) dwelling units (or less) per acre. The county should encourage the retention of historic buildings and the development of compatible residential and commercial uses that enhance the attractiveness and vitality of the old Village of Ashburn. The old Village of Ashburn is recognized by Virginia Department of Historic Resources, as it includes the Ashburn Historic District 053-0013 on its Historic Register.
2 - 87	Villages	Remove the Aldie Mountain village. Aldie is the village in this area.
2 - 87	Rural Villages	The lack of specifics on preserving and protecting rural villages is of concern. Language such as "by encouraging compact new residential and nonresidential development within the Villages" or "new development should not pose a threat to public health or safety" or "Higher than existing residential densities within the Rural Villages will be supported when the design of the project reinforces the character..." can be interpreted to mean development is encouraged. The historic and rural character of rural villages is threatened by the lack of clear guidelines and specifics for protecting the villages.
2 - 87-108	Rural Policy Area	Keep the existing Comprehensive Plan text for Rural Policy area, with no new rural villages and no expansion of JMLAs. Adjust the residential densities in the South Rural and Rural North as this draft recommends
2 - 88	Rural Villages Strategy and Actions	Strategy 1.1 Action F and G. These two actions are totally against the preservation of Wester Loudoun. It legitimizes and legalizes a developer's effort to increase residential density by declaring a cross roads a village or even allowing the development a new village outright.
2 - 88	Rural residential	The cluster development should not be the preferred option for the rural area. Matter of fact, nothing will be more detrimental to preserving western Loudoun than to permit cluster housing that is the poster child of a suburban development. Instead, new residential developments should be on large lots.
2 - 88	Rural residential	Clustered development should not be the preferred option for new residential developments. Nothing will be more detrimental to preserving Western Loudoun than to

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		allow and encourage this type of development that is by its very nature the poster child of a suburban development. Instead, new developments should be on large lots only.
2 - 88	Rural Villages	Change language to the 2001 comp plan about RC zoning in villages from retain RC zoning to the County will convert existing RC zoned land in villages to a new village commercial district which will be designed to better meet the needs of the rural village residents. Current RC zoning does not work in rural Loudoun.
2 - 88	Rural Villages	Policy 1, strategy 1.1 Action E {ADD} Revisit impact of recent amendment regarding residential density limits in RC zoning on adaptive reuse of existing historic buildings in historic districts.
2 - 89	Rural villages	Policy 1, Strategy 1.4, Action A {ADD} ensure that zoning regulations support reuse of historic non-residential buildings in historic districts. Zoning ordinance must permit adaptive reuse of historic structures with leniency in meeting parking, setback, landscaping and other current requirements when the historic structure is located in Historic and Cultural Conservation Overlay Districts and State or National Registers of Historic Places. Ensure that building codes accommodate historic preservation through leniency in meeting accessibility requirements.
2 - 89	Villages	Remove adopt zoning regulations and design standards to allow accessory apartments attached to single family residential units. Apartments are not compatible with rural villages.
2 - 91	Rural Villages	The Form and Character Guidelines table for the Rural Policy Area’s Rural Village subcategory does not speak to public and open space. Why not?
2 - 92	Towns	I feel strongly that you should provide the towns and unincorporated villages to right to provide input to their areas and write the sections of this plan which relate to them they have had no say in this process.
2 - 94	place types	the TPA place type map shows a boundary between the trans. small lot neighborhood and trans. light ind. that appears to follow Shreve Mill Rd. The draft CTP does not show Shreve Mill Rd. (not a CTP road), but shows Cross Trail Blvd. extending from the Greenway interchange rather than Shreve Mill Rd. The divider between the two land uses should be Cross Trail extended and not Shreve Mill Rd.
2 - 94	Strategy 1.1 Actions	Add an Action that gives a tax incentive to re-use existing building stock in the towns
2 - 94	Policies strategies actions	Policies, Strategies, and Actions seems overly complex. I wouldn’t have more than policies for builders and actions for the county. It is not clear who is supposed to do what, developers or County. It needs to be very clear what policy applies to what group.

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Overall Green Infrastructure Chapter	General	Sounds great but needs teeth and a staff to really oversee this! More trails and green spaces; Reestablish a Natural Resources Department!! Insure wording regarding stream corridor is NOT diminished by Zoning Ordinances. Goose Creek and Catocin Creek have been designated as State Scenic Rivers - within current General Plan (and Envision Loudoun) have 300ft buffers - but Zoning

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		and B&D evidently wrote zoning for 200ft buffers (which can be further reduced by B&D) - WRONG APPROACH if Loudoun wants scenic views.
Overall Green Infrastructure Chapter	General	At metro: Remove reference to "existing" Ldn 65. Only current and accurate info should be used. Why have "other noise sensitive land uses"? Just deal with residential. Loudoun should conduct its own noise study based on reasonable inputs and assumptions.
Overall Green Infrastructure Chapter	General	Please make good work on recycling systems.
Overall Green Infrastructure Chapter	General	Editing Comments: p. 3-5: Item 3.1-17: define DTCL and add to GLOSSARY. p. 3-12, item B: change "such as a" to "e.g.," and delete ", etc." p. 3-15, Item E: change "Best Management Practices" to "best management practices (BMPs)".
3 - 1	Green Infrastructure	What is green infrastructure? Terms like this are confusing. Can't you just say the environment or open space.
3 - 1	Green infrastructure	The plan should not use phrases like green infrastructure. Use simple language so people can understand.
3 - 1	Chapter length	The green infrastructure chapter is too long and too complex. Break it up into smaller understandable chapters.
3 - 2	Intro	4th sentence under intro: should it read, "...important plant and WILDLIFE habitats"? The use of the term "resources" rather than "assets" with regard to natural features is troublesome. It evokes something to be used, rather than something that provides benefits.
3 - 2	Climate Change	The chapter on Green Infrastructure needs to address climate change. I strongly recommend adopting a climate adaptation plan to address the economic, environmental and social impacts of climate change and to increase the County's resilience to the effects of climate change.
3 - 2	Renewable Energy	Please address renewable energy and include it as a topic in Chapter 3. Provide incentives for solar panels and other solar technology on homes and businesses and also for wind energy and other renewable energy sources.
3 - 2	Sustainability Plan	There are frequent vague references to "sustainability" throughout the document. But we need a Sustainability Plan! Add this as a topic to chapter 3. Please include this in the Envision Loudoun final document.
3 - 2	Rivers and Streams	I would like to see Loudoun implement a River and Stream Corridor Overlay District to identify, map, preserve and restore our streams and associated woodlands, meadows, wetlands and steep slopes that provide water and air quality, wildlife habitat and recreational opportunities.
3 - 2	Green infrastructure	I have no idea what you mean by green infrastructure. Just say what it is, mountains, trees, historic buildings etc.
3 - 2	Environmental chapter	The environmental chapter is very heavy and technical and not user friendly. Have you considered having historic as a separate chapter to simply?
3 - 3	Water Resources	Capitalizing the first letter of each word in River and Stream Corridor Resources but removing the words "Overlay District" takes the teeth out of protection for our stream valleys. Without an

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		overlay district, there are just resources. It is misleading. Last paragraph: Stormwater management is missing as an issue.
3 -3	Water Resources	We are seeing floods in our region again, causing great destruction and economic impact to homeowners and others. Flooding is increasingly a problem because of overdevelopment and loss of green infrastructure. Keeping our green infrastructure is economically wise, not just a tree-hugger concern. You have policies on this page for stream buffers, then you say: "The 50-foot management buffer can be reduced ..." This sounds as though developers can get around this policy. Maintenance of stream buffers and stormwater control in general should be a #1 priority because failure to do so affects all citizens and is in the end expensive for the county.
3 - 3	River Stream Corridor Resources	River and Stream Corridor Resources is not easy for people to understand. How many feet is the total buffer supposed to be?
3 - 4	Stream Health	The cursory discussion fails to acknowledge the state's water quality assessment in 2016 where stream is listed as "impaired". There should be a map of these streams or reference to where DEQ maps these streams and this changes every 2 years with more and more polluted streams.
3 - 4	stream protection	Strategy should also integrate with Loudoun Water efforts to protect drinking water supply sources including Goose Creek and the Potomac River.
3 - 4	Watershed Management	Watershed Management is an important function of the TPA and as such a specific guideline in the TPA land use policy should be added to protect land used for watershed protection.
3 - 5	agricultural land	the Revised Comp Plan (Chapter 3, page 5) indicates that 19% of Loudoun's soils types are USDA Prime Agricultural Soils. The way the Plan reads now, one can conclude that 19% of the Rural Policy Area is productive farmland and worthy of protection. You and I know this might be a factually accurate but misleading statistic. The HC has made a recommendation to change this paragraph (we have recommended change but don't know if the change has been accepted) 100% of the remaining timber stands, farmland and wetlands in the Rural Policy area are productive and worth preserving.
3 - 6	Mountainsides	There should be no building on the Short Hill (as proposed by AT & T, and no towers should be placed on any hills to destroy the view. Surely satellites can provide the service needed. I do not recall anything about placing wiring underground but I would like to see that required.
3 -7	Aural environment	What is aural environment? If you mean airport, just say airport.
3-10	Pictures	It is informative to see pictures with captions locating them. A few in Chapter 3 are labeled; I would love to know all pictures are.
3-10	Journey Through Hallowed Ground	It should read Routes 15/29 (not 15/20), or because Route 29 is not in Loudoun County maybe just refer to Route 15.
3 - 10	Plant & Wildlife habitats	Intro paragraph says that large contiguous parcels are preferable, which is true. But for many interior species, they are not just preferable, they are essential.
3 - 10	Green Infrastructure Goals	I support all of these goals and encourage the county to see these through to their full potential. Consult environmental and wildlife experts whenever possible to make these plans as strategic and effective as possible.

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3 - 11	Air quality	Description of threats to air quality should be fleshed out to include data center emissions. Lighting and night sky: it is not just beauty that is an asset of a dark sky. Dark sky policies protect the health of pollinators, migrant birds and other wildlife.
3 - 11	Night Sky Preservation	I strongly support night sky preservation for the health, enjoyment and wellbeing of us humans and also for the wellbeing of plants and wildlife. But this language is too vague. You need to put some teeth in this by having requirements or mandates that adhere to the standards of the International Dark-Sky Association.
3 - 12	historic districts	you left out Hillsboro? all is in an historic site
3 - 12	Historic Districts	Town of Hillsboro is on the National Register of Historic Places however it is not reflected on the plan maps
3 - 12	historic assets	why not map out new areas too that are important to Loudoun. Like historic cemeteries and other smaller assets what about investing in signage for these did you miss Hillsboro's historic district. Could not find on your map
3 - 13	Conservation easements	Can we add County programs to easement incentivization?
3 - 14	Natural & Heritage Resources	strategy 1.3: lead by example by requiring county facilities to use conservation design such as native plant landscaping and energy saving design.
3 - 14	River and stream resources	Some of the streams, creeks in sterling are blocked with dead trees, trash, and other debris. If they were better maintained there would be less fear of flooding. The creeks and streams near Claude Moore park need some attention.
3 -14	River and Stream Corridor Resources	Implement a River and Stream Corridor Overlay District to identify, map, preserve and restore our streams and associated woodlands, meadows, wetlands and steep slopes that provide water and air quality, wildlife habitat and recreational opportunities.
3 - 15	River and stream corridors	Action A: what are the objectives of the RSCR policies? Performance standards and bmps should be at the comp plan level to ensure inclusion in zoning. Action F: Consider adding stormwater utility fee to CIP, and bond referendums.
3 - 15	River and stream corridors	RSCR is meaningless without an overlay district. Lack of overlay district gives enormous flexibility to developers who will not be the ones who have to deal with problems stemming from environmental degradation. Protect assets first, then decide what can be developed after natural assets are protected. Strategy 2.2 establishes the importance of buffers. Why is there only 1 action listed to carry out this strategy?
3- 17	Buffers	It would be helpful to have a drawing of how all these buffers work together. It's very confusing.
3 - 18	River and stream corridors	Strategy 2.3, Action B: Bravo! This action could be further enhanced by extending it to include coordination between interdepartmental agencies, regional agencies and non-profit organizations.
3 -20	Groundwater Actions	Expands "Action A. Develop and implement a comprehensive groundwater protection strategy to ensure adequate water supply" to include "Action A. Develop and implement a comprehensive groundwater protection strategy to ensure adequate and sustainable water supply" for consistency with March 2018 SB 211

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3 -20	Soils and Geologic Resources	Why has limestone overlay district been eliminated? To facilitate development?
3 -20	Geologic Resources	Insert: "Diabase Geology Areas" and provide a strategy and action item to protect the limited amount of Diabase Reserves which a limited resource that Loudoun is lucky to have within its county limits. The strategy should include the planning of compatible development of properties adjacent to current and planned mining efforts to ensure the long-term viability of extraction efforts and related use activity.
3 -21	Soils and Geologic Resources	first box: why do development standards need to be developed? We already have standards.
3 -21	Prime Ag Soils	Dudes, Strategy 3.2. Prime ag soils aren't just important to the rural economy, they are important to the whole of the county! Just because we get cheap food from all over the world now does not mean that will always be the case. Local food becomes way more important with every dollar oil prices increase. A Utopian society values and PROTECTS its AG SOILS above all else!!
3 - 22	Slopes	Do we already have performance standards for mountainside development? Driving out Rt 7 west, it doesn't appear so. The mountainside has been denuded in spots, and ecologically degraded. Action B: Will the Mountainside Development Overlay District remain intact?
3 - 22		States "protect ridgelines so that structures blend..." I oppose that language. Suggest "protect ridgelines to restrict new structures from being allowed".
3-23	Trees	Tout the Arbor Day Foundation Tree City program in Strategy 4.2. [FYI, In Loudoun County Leesburg, Lovettsville, Middleburg, and Purcellville participate; some Northern VA counties also participate Arlington, Fairfax. Source: https://www.arborday.org/programs/treecityusa/directory.cfm]
3 - 23	structures on ridgeline	The wording of the proposed plan seems to presuppose that some structures should be allowed on ridgelines. STRUCTURES SHOULD NOT BE ALLOWED ON SCENIC RIDGELINES under any circumstance. For example, the current Telecommunications Facilities Land Use Plan forbids monopoles be erected on ridgelines (such as the pending AT&T proposal to disfigure the Shorthill ridgeline with a 155-foot eyesore). Any phrasing that might allow structures that "blend" is a horrible step backwards from the current regulations. Monopoles don't blend!
3 - 23	Forests, Trees, Vegetation	Strategy 4.1: Forests can be resources but are more importantly assets. Environmental benefits should take priority over economic benefits, for we can't breathe money. Strategy 4.1, Action A: Why do applicants submit Tree Cover Inventories, rather than County experts? Read the site plan for True North data center. The applicant categorized much of the forest as being in poor condition. Applicants have an incentive to downplay or misrepresent the health and importance of Loudoun's ecological features. Strategy 4.2, Action B: add "scope" to "the creation, maintenance and preservation of". We need
3 - 23	Forests, Trees, Vegetation	Strategy 4.2, Action B: we need specific goals for the scope, amount and quality of tree canopy, so that it can be measured and enhanced over time.
3 - 25	Historic Archaeologic & Scenic Resources	Chap 3, Policy 5, Strategy 5.1, Action N Strongly support this important policy

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3 - 26	Natural & Heritage Resources	<p>Action A: to "rare, threatened and endangered " add "species of greatest concern." that is the language used in the VA Wildlife Action Plan.</p> <p>Action B: County experts should conduct species assessments, not applicants, who may have no vested interest in preserving and conserving our natural assets.</p> <p>Action C is great, but incongruous with Action B, in which land use applicants are allowed to assess our species.</p> <p>Strategy 6.2: Good but add "contiguous" after "Conserve and protect".</p>
3 -27	Lighting	Lighting strategy and actions are vague. Define light pollution. What are dark sky standards? What are appropriate lighting standards?
3 -28	Lighting	Add language to protect the health of pollinators, migrant birds and other wildlife that contribute to our ecosystem.
3 - 79,86,89	Transition Policy area ecosystem friendly development	<p>Re. Transition area:</p> <ol style="list-style-type: none"> 1. Reduce number of houses to be built by 50%. Currently plan is too invasive. 2. Increase zoning to min. 5 acre lots for small lots 3. Build circles/roundabouts to diffuse traffic bottleneck instead of overpasses. 4. Require developers to leave 50% arable land for farming, not take up all the hills to construct housing leaving run off area and call it green space! 5. Plant native plants and shrubs which are low maintenance as opposed to grass that has to be cut and annuals that have to be fertilized with chemicals. Consult with PEC on native plant selection and ecosystems friendly landscaping. 6. Relocate transition light industrial 15 Miles to the east from its currently planned location
3 -123	Plants & Wildlife Habitats	This topic title should be replaced with "Natural Ecosystems"
3 - 123	Plants & Wildlife Habitats	The first paragraph should be replaced with ""Natural ecosystems are made up of the living components plants and animals plus the non-living components air, soil, and water. Ecosystems can comprise large or small areas, depending on the type of ecosystem. In order to maintain wildlife habitat, the entire ecosystem must be protected and kept intact. Fragmentation of undeveloped lands will not preserve ecosystems."
3 - 123	Plants & Wildlife Habitats	In the 2nd paragraph, replace "prevent habitat fragmentation" with "prevent ecosystem fragmentation."
3 - 123	Plants & Wildlife Habitats	In the last paragraph, before or after reference to the Fed. Endangered Sp. Act, add "add: "and in accordance with recommendations made by the VA Department of Conservation and Recreation."
3 - 124	Air Quality	At the end of the first sentence, add ""and fossil fuel infrastructure such as natural gas pipelines and compressor stations, as well as thermal pollution from data centers."
3 - 124	Aural Quality	Add a last sentence, The County will require noise mitigation measures for industrial land uses to include, but not be limited to, natural gas compressor stations.

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3 - 125	Influences & Opportunities	In the second sentence, replace "could" with "will."
3 - 125	Influences & Opportunities	At the end of the 3rd sentence, add "add: "and protect water quality from degradation in non-developed areas."
3 - 125	Influences & Opportunities	In the 4th sentence, replace "to document efforts..." with:" identify and promote a variety of efforts to facilitate sustainability, environmental stewardship and environmental protection."
3 - 126	Natural & Heritage Resources	In I & J, replace each "Ensure" with "Require."
3 - 127	River & Stream Corridor Resources	Policy 2: Replace the word "healthy" with "high quality and high quantity"
3 - ?	Policy 2, 2.1	Establish and maintain a healthy River and Stream Corridor - if you look at Loudoun Water Stream Health and Berthic Baterial Loads over the years (there are number of report on Loudoun.gov) you will see that with increases in population there has been a massive decrease in stream health - as in - few streams remain "fishable" in Loudoun County. Goose Creek is home to a World Endangered Fresh Water Mussel. We need to protect it.
3 - 128	Strategy 2.1	Action J: Replace the word "petroleum" with "fossil fuel."
3 - 128	Strategy 2.1	Action J: add: ", such as, but not limited to, natural gas and other fossil fuel products."
3 - 129	Strategy 2.1	Action O: add: " by adopting Riparian Buffer areas with restricted as well as promoted land uses."
3 - 129	Strategy 2.1	Add "Action R: R. Develop and maintain a local stream water quality monitoring program and a groundwater monitoring program."
3 - 131	Strategy 2.3	Action A: Replace "Encourage" with "Promote."
3 - 131	Strategy 2.3	Action A: Replace "adding best management practices (BMPs);" with "adopting best management practices in urban as well as rural settings;"
3 - 132	Strategy 2.3	Left box: remove reference to Occoquan Reservoir. The Occoquan Reservoir serves as the drinking water supply for southern Fairfax County and eastern Prince William County. It is not pertinent to Loudoun County drinking water.
3 - 133	Ground Water Resources, Strategy 2.5	Action B: Needs an explanation/ description. What is a pollution management program? Groundwater resources must be protected from pollution before pollution happens. We don't want to incur groundwater pollution that will need managing.
3 - 133	Ground Water Resources, Strategy 2.5	Add Action F: F. Require development applications to model the impact of wells for new homes on ground water supply and ground water quality.
3 - 134	Prime Agric.Soils, St. 3.2	Add Action B: Develop incentives to maintain and promote agricultural land uses.
3 - 136	Forests, Trees, and Vegetation	Policy 4: add the word free before benefit.

3. Green Infrastructure Specific Comments

Page	Topic	Comment
3 -136	Forests, Trees, and Vegetation	Strategy 4.1, Action E: add "rare ecosystems as identified by the VA Department of Conservation and Recreation."
3-136	Forests, Trees, and Vegetation	Strategy 4.2: replace tree planting and preservation with: "indigenous tree planting, indigenous tree maintenance, and existing tree preservation"
3-136	Forests, Trees, and Vegetation	Strategy 4.2 ADD Action C. Maintain a minimally disturbed network of stream valleys. Limit development to permitted activities, such as passive recreation trails, native species plantings
3-139	Wildlife Habitats	Strategy 6.2, Actions: ADD C. Prevent ecosystem fragmentation. Preserve entire ecosystems.
3-140	Air Quality	Strategy 7.1: Replace with 7.1 Preserve and protect air quality by minimizing pollutants emitted to the air such as, but not limited to, particulates, greenhouse gases, ozone precursors, and gases known to be harmful to human health.
3-140	Air Quality	Strategy 7.1: ADD Action B. Comply with the Loudoun County Energy Strategy, and updates, which addresses transportation, land-use, land-development, and energy to minimize emission of air pollutants. Action C. Comply with the Metropolitan Washington Council of Governments Regional Climate and Energy Action Plan, 2017 - 2020 and updates.

4. Housing Specific Comments

Page	Topic	Comment
Overall Housing Chapter	Housing	<p>Comments on Chapter 4 Housing</p> <p>What is the housing sum total in Envision? Residential housing units have doubled from 62,000 unit in 2000 to 133,000 units in 2017! This represents a hyper-growth at 6-10% per year over 2000-07, slowing to 2-4% since the recession. The Revised Plan projects the next 23 years to reach 175,000 units - 40,000 more units or 31% more in the aggregate or 1+% yearly average over the period NOT counting additional units possible from the Silver Line CPAM!</p> <p>Where is the clear summary accounting for the proposed residential in the Envision doc, which appears to be so much more?</p> <p>A developer's dream a backwards strategy. The plan should be renamed enabling Loudoun housing development this comes across in bright flashing lights in the doc. However, a housing-led strategy is wrong. A quality of life strategy, the evolution of the local industrial and service economy, and sustainable taxpayer burden of LC should constitute the leading edges. These, not housing, should drive demand for public infrastructure particularly transportation and schools.</p> <p>Questionable housing demand do we have limited housing supply? What is the proof of high demand and difficulties for employers to attract employees and contributions to workforce instability? These are unsubstantiated in the document and otherwise dubious in view of the commuting patterns cited above, in which only 20% of LC residents live and work in the county, and LC is really a bedroom community for nearly half of Loudoun residents who work in Fairfax Co. and DC!</p>
Overall Housing Chapter		<p>Less houses - already lots in pipeline and by right! Concentrate most near new Metro stations. Keep zoning as is - except for "RC" which needs review as it could negatively impact rural area.</p>

4. Housing Specific Comments

Page	Topic	Comment
Overall Housing Chapter		ADUs in suburban/urban (if urban must exist), not TPA.
4 -1	Weak chapter	The housing chapter is weak and vague. What exactly do you mean by housing options? What are the new housing options besides apartments, towns, and freestanding houses? What exactly is the county going to do to provide more affordable housing?
4 - 4	Housing Choices	This only touches on housing choices. Fully describe and provide pics of all the new housing types you mentioned. Be transparent about what you are doing.
4 - 4	Millennials	You define boomers. Define Millennials.
4 - 5	Policies, strategies, actions	Plans in this section are excellent- particularly Actions A, B and F. As I stated in an earlier comment, developments must be required to up the percentage of affordable housing planned for every development. Careful study needs to be given to that percentage to provide the maximum affordable housing while still allowing developers to make a profit- which should be small! They can get rich elsewhere!
4 -5	Affordable housing	Put teeth into 1.1-1.6, especially affordable housing for those making less than 50% if AMI
4 -5	Housing	Out of all this what is the county going to do? What are builders supposed to do. I can't tell.
4 - 5	Housing Policies	The housing chapter should include specific separate housing policies for homelessness, disabled, aging in place, discrimination, housing by transit, rental housing, home ownership, etc. have you considered a Housing Master Plan?
4 - 5	Development & New Housing	In order for this document to reflect the will of Loudoun residents it must be modified to reflect the need for slow, limited, or gradual increases in new housing development. "Unmet housing needs" which is cited numerous times in the draft of this plan is a standard developed by business leaders, developers, and realtors and does not reflect the needs or wishes of Loudoun residents. Loudoun residents are more interested in preserving / improving their quality of life through great schools, less traffic, more green space, and low traffic. The agenda pushed by developers does not support Loudoun County residents. I talk to my neighbors and participated in Envision Loudoun focus groups and I haven't met a single person in support of more development. On the contrary they want less and sustainable development or none at all. The housing population ratios in pages 2-50's should probably be reduces as well to reflect the will of Loudoun residents which is slow, sustainable growth.
4 - 7	Policy #1	This topic is critical for the development of a healthy and sustainable community. You have done a very good job of identifying the need and laying out the strategies for a solution. In the actual implementation of the plan, as well as dealing with criticism of the plan, it will be important to stick to these principles. It will be very easy for critics to simply say, "No more housing." In actuality, however, a thriving and prosperous community requires workforce housing as well as housing for all stages of life from pre-household formation to aging in place.
4-24	Level of Service	To require a level of service of C is unrealistic. It should be LOS D

5. Economic Development Specific Comments

Page	Topic	Comment
Overall Economic Development Chapter	General	Measure distance from metro from entrance/exit, not from physical station platform. Include future pedestrian bridges. For example, see pedestrian bridge at Tysons Mall (Macerich project).
Overall Economic Development Chapter	General	Good job.
Overall Economic Development Chapter	General	The economic activity zones seem like it needs to be fleshed out. I'm not sure if the goal is to limit uses to a particular zone or area in the County, but I think that would have the opposite effect of creating economic diversity in the County. This may be an attempt to show the appeal of data centers.
Overall Economic Development Chapter	General	Small businesses that require a special exception should have a separate or modified process that is less costly, as compared to big business that follow the same SPEX process. For example: offsite road improvements.
5 - 1	Economic chapter	Economic Development chapter reads like a marketing piece. What is the County's goal?
5 -1	Data center	The economic chapter should clearly state the county's intentions for data centers in the future.
5-4	Economic Activity Zones	Figure has no key.
5 - 4	Economic Development	Economic development needs to consider Route 50 and the Transitional Zone/Western Loudoun. It is the next frontier!
5-7	Targeted Industry Clusters	Policy 1 talks about targeted industry clusters but does not identify them. How can the public comment, or the county implement, when they are not listed?
5 -7	Policies	I don't see any policies for the development community. This all looks like what the dept of economic development will do.
5-8	Desirable Places	Policy 2 talks about creating desirable places only from an economic development perspective, overlooking the quality of life aspects crucial to successfully creating those places. Granted the chapter deals with economic development, but the text should acknowledge more the interdependencies with other chapter subjects and how those factors into implementing economic development policy.
5-9	Under "Actions - A"	When establishing State-endorsed "Technology Zones", I am not in favor of special zoning treatment and exemption of local ordinances. That leaves the door wide open to make changes that residents would not be in agreement with.
5-164	Policy	Add a new policy: Policy 6: Support and Promote Access to Clean Renewable Sources of Energy to Attract Businesses and Corporations that Embrace Sustainability as a Core Value

6. Fiscal Management and Public Infrastructure Specific Comments

Page	Topic	Comment
Overall Fiscal Management Chapter	General	Very nice work.
Overall Fiscal Management Chapter	General	The bad effects of metro should be noted.
6 -1	Title	What about Community Facilities instead of fiscal management and public infrastructure? Frame the chapter around the community.
6 - 3	water	Does projected 2040 water use include data center water usage? Will chipping away at the rural policy area by turning it into transition policy area put too much pressure on Loudoun Water?
6 -3	3. 4, Letter A	In the Loudoun Water Report published 2/2017 - it was clearly stated that the ground water community wells that source water west of Leesburg will not supply adequate water availability for increased housing and population - Hillsboro and Purcellville already have regular boil water alerts - this is unacceptable and improper to build for an increasing population without ensuring quality water - per section 3.2A - "establish the geographic limits and capacity" strategy 3.3 "PROHIBIT use of any system that fails to provide safe, environmentally sound water supply.
6 - 4	Open Space Assets	description conveys that greenways and trails are our green infrastructure, when green infrastructure is actually a connected network of forests, streams, slopes, meadows and wetlands that provide services free of charge, such as water filtration, stormwater mitigation, carbon sequestration. Trails and grass fields do not provide those services and should be differentiated in order to protect our true green infrastructure. "County standards for facilities...have to be more flexible." How and why? Who benefits? Many localities apply energy-saving and native plant policies to their facilities, setting a standard for sustainability and resilience.
6 - 5	paragraph 2, 3, Policies	par. 2- explain that runoff refers to stormwater runoff. par.3 - consider instituting a stormwater utility fee as other VA localities have done, in order to mitigate impacts. Policies... The draft plan's introduction mentioned increasing water usage and mitigating development impacts, so why aren't there any policies regarding "green" facility standards, such as LEED design and native plant use, and removal of invasive such as Bradford pear?
6 - 5		Support School Board acquisition of needed sites... Please add language to incorporate prior County funded studies which encourage land banking now to acquire school sites in areas where anticipated in the future before such sites are lost forever.
6 - 6	Actions	The present proposed plan for the new fire station in Aldie does not fit with the historical features of the town. Additionally, it seems it would be better placed elsewhere on Rt. 50 to provide better service for the increased building on Rt. 50 and the area near Watson Road.
6 - 6	Public Facility Strategy 1.2	The language included in this section inadequately supports community schools located in rural towns and villages. Despite broad public support and support from LCPS Administration and the majority of the school board for maintaining community-based schools within the historic rural towns and villages, the fate of these schools is entirely at the discretion of several school board members, who for the last 10 years have suggested closing schools to reduce annual operating costs, without a thorough county wide costs study. The language in Public Infrastructure section needs to specifically protect our rural community schools in the same way that library spaces are protected:

6. Fiscal Management and Public Infrastructure Specific Comments

Page	Topic	Comment
		<p>"Support continued use of existing public facilities {including community located schools in rural towns and villages and aging school buildings throughout the county that are 50 years or older} through ongoing capital asset replacement, renovation, and modernization, particularly where facilities play an important role in social and economic activity of the local community or are historically significant.</p> <p>Action A. Improve existing County facilities through maintenance and modernization of facilities to meet current resource demands and customer needs; for example, improve library space for collaborative, hands-on learning (Maker spaces) with computer labs and large, multi-purpose rooms to meet the growing community demand for spaces to host community events {and support renovation of historic functioning school buildings to meet basic building standards and ensure strong digital infrastructure.}</p>
6 - 7	Actions C, G	<p>C. add local, regional and state environmental organizations G. who benefits...private builders and contractors or residents? Another reason to include environmental standards for the facilities that will serve the public.</p>
6 - 7	Action items	Action items A-E are wonderful concepts but that is all they continue to be in multiple comprehensive plans. It is time that these moves forward with teeth.
6 - 7		"Locate new public facilities..." add "in and in close proximity to the Towns and JLMAs. Need to strengthen incentive to put schools IN communities served - not just "near" because "in close proximity" is vague and the prior plan stated "ADJACENT" so this draft has significantly weakened this goal from the current Plan.
6-8	Open Space	Policy 2 should encourage, if not require, public access to all open space to the maximum extent permitted by law. For example, Recreational Use laws protect landowners while affording access to everyone.
6 - 8	Open Space	<p>Policy 2: What is the intent of "useable" open space? Action C: Yes! Thank you. Action D: Include benchmarks for useable levels Action F-I: What is the Open Space Preservation Program? There is no definition anywhere in the draft plan, nor did a Google search of "Loudoun Open Space Preservation Program" turn up any results. Does it exist?</p>
6 - 9	Protection	<p>H. Change the opening of this action from "Encourage protection" to "Protect". I. Is this in our best interests? OR is it in the best interests of the development community? Plant and slope diversity are lost forever if space is provided elsewhere. Our ecosystem is a SYSTEM that needs to be preserved to the fullest extent in order for it to work for us.</p>
6 - 11	Sub & Transition H2O and Sewer	Strategy 3.4, Action B: "equivalent protection." The aim should be to avoid engineering "solutions". There really isn't an equivalent to native no-build buffers and watershed protection.
6 - 12	RPA- on site & shared systems	Strategy 3.6, Action D: Replace "recommend monitoring..." with "Monitor..."
6 - 13	Towns & JLMA H2O & Sewer	Strategy 4.1, Action E: Remove. It contradicts strategy 3.6, Action A.

6. Fiscal Management and Public Infrastructure Specific Comments

Page	Topic	Comment
6 - 14	Electrical	Strategy 6.1: Does that include diesel storage for data centers' backup power? Is streamside generation ok? Flesh out strategy and actions with specificity in order to achieve results consistent with the plan's vision and goals.
6 - 16	Cap Facility Standards	Action G: include native landscaping and energy efficiency language.
6-17	Proffers	Is the current Virginia Code language on proffers now acceptable to the county? If not, there should be an action to work to change them to what the county needs to manage its growth.
6-20	Emergency Services Development Standards	Under "C" - We should not be offering incentives to developers/builders on new residential construction to provide sprinklers, especially where emergency services are more sparse. This should be a requirement without incentives.
6-23	Water/Sewer Service Areas	The water/sewer service areas graphic should town footprints be included? In Leesburg's JLMA where I live, the Potomac Station development (and others) is serviced by the Town of Leesburg, yet the map shows we just live in part of the large area without service. The town service areas are addressed in the plan, including the collaboration with Loudoun Water.
6-169	Trends & Influences	Add sentences after the first sentence on that page: Data centers have negative environmental impacts: they require a considerable amount of electrical energy, contributing significantly to the emission of greenhouse gas; they emit thermal air pollution.
6-178	Solid Waste Management	Add a new strategy: Develop a composting program to minimize the volume of solid waste generated by households and restaurants.
6 - 178	Electrical	Revise Policy 6. BACKGROUND FYI: Natural gas, at point of use, does burn cleaner than coal. However, it is a fossil fuel that is thirty times more potent than carbon dioxide at trapping heat. Fugitive emissions/leaks of natural gas (from point of extraction from the earth through transmission to power plants) to the atmosphere makes natural gas far worse for the global warming than coal. REVISION: Delete reference to natural gas and revise Policy 6 as follows: â€ Support expanded electrical capacity through distributed generation facilities that use clean renewable sources of energy including solar and wind resources.

7. Implementation Specific Comments

Page	Topic	Comment
Overall Implementation Chapter	Suburban Policy Area	Also, CHAPTER 2-44, Growth and Demand Planned and current roads to support the planned growth does not address the need for sound abatement. Especially along Loudoun County Parkway. Not sure whom to address regarding this concern. Sound Walls / Noise Abatement
7 - 1	CIF	The methodology for calculating the capital facilities needs and CIF should be updated to consider additional factors, such as unit size.
7 - 2	Implementation	This chapter is weak. Not sure why design guidelines is mentioned here. The other paragraph later doesn't really say what the county plans to do with the zoning ordinance, small area plans, or capital improvement project.

7. Implementation Specific Comments

Page	Topic	Comment
7 - 2	Vision	Add to 2nd paragraph: Quantified metrics will be used as a key part of evaluating the Plan's progress. Rationale: "You get what you can measure". Supports Comprehensive Plan compliance.
7 - 2	Implementation Matrix	Add a quantifiable metric and associated target to each action contained in the implementation matrix. Rationale: To increase the rigor of the evaluation process for Comprehensive Plan compliance.
7-3	Implementation Matrix	"Create incentives that..." - We should not have to create incentives to ensure that developers/builders do the right thing and that a policy is adhered to.
7 - 4	Matrix	What is the purpose of this matrix? Who is it for? What are you going to do with it?
7 - 5	Implementation matrix	There should be a separate matrix for what a developer is expected do to and what the county intends to do. This matrix is very unclear.
7 - 15	TPA Action	take out "modify the Rural and Countryside Village Zoning District standards". This is much too broad, and will bring an avalanche of requests for suburban-type development throughout the TPA
7 - 17	RPA Action	"Use public funds to create public and private conservation easements in order to reduce the land available for residential development....." Definitely agree, there needs to be action to reduce the frittering away of the larger farmlands and the medium and small ones too
7 - 21	Transit Infrastructure	Add more bus stops where large condo complexes are built. Add bus stops on major roads (Cascades Parkway
7 - 59	Capital Improvement Proffer Guidelines	When will capital improvement proffer guidelines be added? That's a significant TBD yet to be reviewed!

Transportation Specific Comments

Page	Topic	Comment
Overall CTP	4. The Built Environment: Transportation and Land Use	The County, NOT developers, should structure road design and access (e.g., there should be more street grids & fewer windy little roads through developments with only one or to access point in and out).
Overall CTP	4. The Built Environment: Transportation and Land Use	The rural built environment criteria only address new buildings, not current issues with roads in villages—particularly historic villages. Need strong protective language here.
Overall CTP	4. The Built Environment: Transportation and Land Use	Need much stronger language for rural roads improvement, given VDOT's rigid and backward approach and insensitivity to community needs and desires.
Overall CTP	4. The Built Environment:	Traffic calming language should be more expansive and stronger

Transportation Specific Comments

Page	Topic	Comment
	Transportation and Land Use	
Overall CTP	4. The Built Environment: Transportation and Land Use	Travel Demand Model should be revised with “environmental capacity” of roads, particularly historic roads and byways, becoming the standard. The point is to decrease sprawl and induced demand, not cave in to the result of bad planning or development aspirations.
Overall CTP	8. Environmental and Heritage Resources	Noise abatement policies should include prohibitions on engine braking by trucks.
Overall CTP	8. Environmental and Heritage Resources	The entire section on Heritage Resources is descriptive and not prescriptive, in large part. There needs to be more detail & policies and more protections in the plan here.
Overall CTP	8. Environmental and Heritage Resources	The county during the past year has paid no more than lip service to the JTHG Corridor Management Plan. The County needs to do a better job incorporating this plan into it’s plan.
Overall CTP	Map	The Map at the Envision Loudoun demonstration that I attended at the County Office Building showed Route 15 being 4-laned all the way to Montresor Rd. The design for Route 15 north of White’s Ferry Rd has not yet been approved. Please remove that 4-lane designation until further studies (natural resources, historic structures, etc.) have been performed and the design approved. Additionally, I believe the bike trail planned along Route 15 north of White’s Ferry Rd. should be contained onto one side of the road only (west).
Overall CTP	3. The Countywide Transportation Network	Road Capacity. Loudoun’s traffic demand model exaggerates future volumes. It predicts a 3.8% increase in traffic each year; two other models used by VDOT have much, much lower predictions: .7%/year and .57%/year (two studies of Route 15). This is a hugely expensive exaggeration that must be corrected. The county should adopt another model.
Overall CTP	3. The Countywide Transportation Network	The description of Traffic Calming should be prescriptive instead of descriptive. It should be more robust, and it should not be limited to local, suburban, or neighborhood streets. Increased safety and modification of driver behavior is needed throughout the network.
Overall CTP	3. The Countywide Transportation Network	Language and policies discussing cut-through traffic must be much stronger and make reference to procedures, policies and the VDOT program.
Overall CTP	3. The Countywide Transportation Network	Roundabouts. Language and policy should echo VDOT state policy on roundabout adoption: “The Virginia General Assembly, in 2003, passed a resolution encouraging VDOT to construct more roundabouts instead of signalized intersections. Therefore, it is VDOT policy that roundabouts be considered when a project includes reconstructing, or constructing new, intersections. When the analysis shows that a roundabout is a feasible alternative, it should be considered the department’s preferred alternative, due to the proven substantial safety and operational benefits.”
Overall CTP	3. the Countywide Transportation Network	The natural features section refers only to planting new trees, not retaining tree canopy and protecting existing trees. Again, passage is descriptive and not prescriptive—make stronger.
Overall CTP	4. The Built Environment: Transportation and Land Use	The discussion of multimodal systems with distinctive designs for all modes of transit is inconsistent with the Complete Streets principles. All roads (save freeways) should accommodate multiple modes of travel, safely.

Transportation Specific Comments

Page	Topic	Comment
Overall CTP	Map	The Map at the Envision Loudoun demonstration that I attended at the County Office Building showed Route 15 being 4-laned all the way to Montresor Rd. The design for Route 15 north of White's Ferry Rd has not yet been approved. Please remove that 4-lane designation until further studies (natural resources, historic structures, etc.) have been performed and the design approved. Additionally, I believe the bike trail planned along Route 15 north of White's Ferry Rd. should be contained onto one side of the road only (west).
Overall CTP	Roundabouts	<p>The roundabouts at Gilbert's Corner have made an incredible improvement in the traffic flow from just west of Middleburg, to east of Lenah where route 50 becomes 4 lanes again. It is proven that roundabouts move 33% more vehicles in the same amount of time. There used to be a line of traffic, nearly at a standstill, from route 709, west of Mburg, all the way to Lenah, every morning and every night. Now, traffic moves smoothly and constantly. And there are MORE cars than there used to be.</p> <p>Roundabouts require a learning curve for some drivers, but they are safer and more effective than traffic lights. There should be NO MORE lights on route 50, and every intersection in Ashburn/Brambleton should be a roundabout. Examples:</p> <ol style="list-style-type: none"> 1. Gum Spring Road and Evergreen Mills Rd 2. Ryan Road at Northstar Blvd (massive intersection with plenty of room for a roundabout) 3. Lenah Farm Rd at route 50 4. Ryan Rd at Loudoun County Parkway 5. route 50 at Loudoun County Pkwy 6. Ryan Rd at Evergreen Mills Rd <p>I realize they are more expensive, but they fit right into the look of neighborhood streets and transition area roads. Their benefit cannot be overstated.</p>
8-1	No need for separate chapter	Not sure Vision should be its own chapter. This is usually covered in the Introduction.
8-1	No separate chapter	Would add this to Chapter 3 where you have Motor Vehicle, Bike/Ped, and Metrorail sections.
8-1	No separate chapter	Should Environmental and Heritage Resources go under Mitigating the Impacts of Development?
8-1	Bridge to Maryland	Need to add a bridge to Maryland somewhere in the Route 28 corridor to alleviate congestion on Route 15.
8-1	COUNTYWIDE TRANSPORTATION ROADWAY PLAN MAP	Have you considered widening 15 with a turn lane in the middle? I know that residents in the area don't want the road to be 4-lane to the MD border, but a turn lane would really help local businesses and locals who have to make left turns across traffic. And, it might be cheaper than making it 4 lanes.
8 - 1	Dulles Greenway	I realize this is not the right page, but I can't find it again. Somewhere, I thought I read that the Dulles Greenway will eventually revert back to the state/local control. If this is true, I doubt the general public is aware of this eventuality. I can image what the tolls will be then!
8 - 2.9	More specifics	Potential adds, historic black churches, Civil Wars actions, cemeteries (see fiasco at corner of route 7 and Belmont Ridge Road), etc. Plenty of knowledgeable historians can provide details.
8-4	Potomac River Crossing	I am very much opposed to a new Potomac River bridge in Loudoun County, and am disgusted at the way the Board of Supervisors has gone behind the backs of their constituents to get this into the plans. This bridge will keep all the good intentions of the CTP from being realities and continue Loudoun's tradition of being an automobile-centered bedroom community of congested roads for

Transportation Specific Comments

Page	Topic	Comment
		<p>which the only remedy seems to be widening to accommodate more cars. A bridge is not the answer - it will only exacerbate our problems. Nothing about this bridge will support multi-modal transportation. The bus lanes will be discontinued quickly, if they ever happen at all.</p>
8-4	BoS subterfuge	<p>This directive by the Board of Supervisors was adopted at a meeting via a surprise motion where private citizens (individual voters) were not permitted to speak. Now, you leave this ill-begotten motion as a placeholder in the CTP. It should be removed. It reflects neither honest communication with the public nor the will of the people of this area.</p>
8-5	2040 Map and Route Facilities	<p>Great emphasis on Bike and Ped throughout the plan and we really appreciate the steps taken and helping the county move forward toward a more walkable and bikable county. The direct integration of the bike and pedestrian facilities with the vehicle plans associated with each Policy Area is a good approach. We believe clarity could be improved on the description of each type of the 7 Bicycle Facilities to be used by the County.</p> <p>Current Bike Facility Descriptions (According to the 2040 Draft map):</p> <ol style="list-style-type: none"> i. Shared lane with pedestrian facilities provided as called for by geographic policy area ii. Striped bike lane with pedestrian facilities provided as called for by geographic policy area iii. Trail on one side of the road and sidewalk on the other side of the road iv. Trails on both sides of the road (Urban/Suburban/Transition) v. Trail on one side of the road (Rural) vi. Washington and Old Dominion Trail vii. Regional Trail <p>Proposed Bike Facility Descriptions: (note: first three are on road/street facilities, others are separated from the vehicle roadways)</p> <ol style="list-style-type: none"> i. Striped Bike Lane: A marked portion of a roadway that has been designated for exclusive use by bicyclists. Bike lanes are for one-way travel only. ii. Marked Shared Lane (Sharrow): A roadway that includes pavement markings to indicate the appropriate position for bicyclists using a travel lane that is shared by motor vehicles and bicycles. While bicyclists have the right to use the full travel lane, a sharrow alerts motorists to the presence of bicyclists along particular routes that are commonly used by bicyclists but where there is not adequate space for a bike lane. iii. Paved Shoulders: Roadways with areas of pavement just outside the regular travel lane. Paved shoulders may be used by bicyclists similar to a bike lane but may also accommodate stopped vehicles, emergency use, and pedestrians. For the purpose of this map, paved shoulders are indicated only along roadways that do not have curb and gutter (i.e. rural roadways). iv. Off Street Trails on Both Sides of Roadways: Paved multi-use paths, generally 10’ wide. Trails are shared by bicyclists, pedestrians, joggers, dog walkers, strollers and other non-motorized uses. v. Off Street Trail on one side of Roadway, Sidewalk on other side: Paved multi-use path is generally 10 wide. Sidewalks are 4 to 6 wide. Trails are shared by bicyclists, pedestrians, joggers, dog walkers, strollers and other non-motorized uses. Sidewalks are reserved for non-bicycle use. vi. Off Road Rural Trail: A paved multi-use path (10 wide) generally aligned with road right of ways, and an optional unpaved bridle path along opposite side of roadway. Off road trails typically provide routes with a reduced number of street crossings or encounters with motor vehicle traffic. Trails are shared by bicyclists, pedestrians, joggers/runners, dog walkers, and other non-motorized uses. vii. Regional Trail: A paved multi-use path (10 wide) not aligned with road right of ways. These trails, along scenic byways have unique Right of Ways. They include the W&OD Trail and future County Trails. These typically provide routes with a reduced number of street crossings or encounters with motor vehicle traffic. Trails are shared by bicyclists, pedestrians, joggers/runners, dog walkers, and other non-motorized uses. <p>The plan could be then enhanced with how these various bike facilities would be applied in each of Loudoun County’s geographic Policy Areas. You folks have done a great job of describing the Urban Policy area and how bicycle facilities will be implemented within that area. We encourage</p>

Transportation Specific Comments

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		<p>similar complete descriptions of how bike and ped facilities will be implemented in the other policy areas (suburban, rural, transition) as was done for the urban policy area. We suggest the following assignment of above proposed facilities by Policy area:</p> <p>Rural: ii: Marked Sharrows; iii: Shoulders; vi: Off Road Rural Trail; and vii: Regional Trails Suburban: i: Striped Bike Lane; ii: Marked Sharrows; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vii: Regional Trails Transition: i: Striped Bike Lane; ii: Marked Sharrows; iii: Shoulders; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vi: Off Road Rural Trail; vii: Regional Trails</p> <p>Urban: Striped Bike Lane; ii: Marked Sharrows; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vii: Regional Trails</p> <p>We suggest that specific Routes or Trails with start and end points be identified on the 2040 map and referenced within the County Transportation Plan document. We welcome the addition of the Regional Trails concept. Great idea and we love the placements along the Broad Run and Goose Creek (assuming it is far enough away from the streams to not violate any required natural buffers). The identified Bike Routes would be made up various and often multiple bike facilities and have signage to indicate to drivers where to expect cyclists and for cyclists on where to turn and which bike facility to follow. Bike Loudoun has identified some Bike Routes we would very much like to include on your implementation plans in the first few years. In addition, the County Transportation Plan Document should include mention of these routes and how signage would be funded, and which department(s) would be responsible for designing, locating, installing and maintaining the bike route signage. Currently the document only states in Chapter 10 Implementation of the Plan: Study opportunities for signed bicycle routes to encourage and facilitate longer distance bicycle travel in the County. We would very much like this strengthened to, for example The County will implement various short and long-haul bike routes with appropriate way finding signs to facilitate both commuting and recreational bike alternatives. Here are our initial priority routes: Note these all have links to our Bike Loudoun website where you can see more details of each of the proposed routes.</p> <p>Metro Station Routes: Clear signage to guide cyclists who commute on the W&OD showing wayfinding routes to the 2 new Metro stations in Loudoun County. This may also include key wayfinding signs from large employment centers (i. e. US Customs & Boarder Control Bldg.) to the nearest Metro Station.</p> <p>White’s Ferry to Ball’s Bluff Connection: This would allow cyclists to bike from the C&O Canal Path to the W&OD, as Leesburg recently signed a route from Ball’s Bluff to the W&OD. In addition, this route would be made up of various bike facilities, including an Off Road Rural Trail along Route 15, a Regional Trail along an Easement owned by NOVA Parks which follows the old Balls Bluff Cemetery Road from Route 15 to Ball’s Bluff Regional Park and either a Marked Sharrow facility on White’s Ferry Road, or an Off Road Rural Trail along part of White’s Ferry Road, dependent on final design. We suggest that the Regional Trail now marked on the 2040 Map follow this route, rather than the current one shown via the West Side of Leesburg.</p> <p>Purcellville / Round Hill / Franklin Park Loop: This signed route would provide a loop starting and ending at the current terminus of the W&OD Trail. Starting in Purcellville at the former RR Station, it would follow Hillsboro Road (#690) then head west, utilizing shoulders on the newly widened Alders School Road, then follow an existing Off-Street Trail along State 719, heading South into Round Hill. Once in Round Hill it would follow a new Off-Street Trail, which goes under Highway 7 (tunnel) to Sleeter Lake and then on to Franklin Park. The County is currently designing a new Off Road Rural Trail from Franklin Park to Purcellville. See attached file for diagram of this route.</p> <p>Ride Hill, Hops and Vine Route: This route is designed to support and complement Western Loudoun agro-tourism business to provide a safe route along lightly traveled roads through Northern Loudoun. The route is mostly a Marked Sharrow Route, following routes 704 from</p>

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		<p>Hamilton to Waterford, then 665 from Waterford to Taylorstown, then 672 to Lovettsville and heading to Mountain Road (#690) south to Hillsboro, and then on to Route 719 to Round Hill. Once in Round Hill it would follow the segment from Round Hill Franklin Park Loop above back to Purcellville and then the W&OD to Hamilton.</p> <p>Other signed routes would be added to this list over time.</p>
8-6	Plan vs ZO	<p>It says the plan sets forth the community-based vision for Loudoun's future. But at the Envision Loudoun public sessions the public rejected the "vision" supplied by the contractor. The developer-heavy stake holder group used the contractor supplied vision, but not the community. Less residential growth, less traffic, lower taxes.</p>
8-6	Planned Overpass at Severn Way	<p>On behalf of the owner of the property located at 45305 Severn Way, we would like to register a formal objection to a new Planned Overpass proposed on Route 28 in the vicinity of Severn Way in the latest draft Envision Loudoun materials. We reserve the right to provide additional objections to the Planned Overpass, but as part of this request for input and for the reasons set out below, we respectfully submit that it is unnecessary and should no longer be considered:</p> <ol style="list-style-type: none"> 1. We are not aware of any traffic study that has suggested a need for the Planned Overpass. Furthermore, we have found no information in the Envision Loudoun materials that provides justification for it. 2. The Planned Overpass has not been suggested or included in an adopted Countywide Transportation Plan and was not deemed necessary during the County's recent overhaul of the Comprehensive Plan guidance for the Route 28 Corridor. Proximate and convenient full interchanges exist on Route 28 to the north of Severn Way (Nokes Boulevard) and to the south (Waxpool Road). 3. The Planned Overpass will only connect Pacific Boulevard and Atlantic Boulevard; it will not continue westwards past Pacific Boulevard. With such a limited function, it is not clear why such an expensive overpass project is being contemplated. 4. The Planned Overpass will cause significant impacts to properties on the eastern and western sides of Route 28 without addressing an existing or anticipated need. 5. The Planned Overpass will serve areas that are zoned PD-IP and planned or developed with data center, industrial and warehouse type uses. These types of uses do not generate significant numbers of vehicle trips. Again, without a clear need it is inappropriate to include the Planned Overpass in the Envision Loudoun materials. <p>Should you require any further information at this time. Please do not hesitate to contact me.</p>
8-7	the plan	<p>Though claimed to be, it is not easy to understand, overarching, or sufficiently comprehensive, because it says very little in definitive goals, strategies, or actions. Many words, lots of adjectives and parenthetical phrases with little concrete guidance.</p>
8-8	bicycle	<p>Where possible, the bicycle policies need to encourage integration of the planned trails with VDOT and other road projects. For instance, completion of the Bike path along Algonkian Parkway from Potomac View Road to the Fairfax/Route 7/FC Parkway interchange is VITAL to integrating with the bath paths provided as part of the Route 7 widening project. This integration is needed NOW.</p>
8-17	Local secondary roads	<p>Gravel roads in the west should be considered as local secondary roads and scenic byways with speed limits of 25mph rather than the default of 35-45. This would make travel for ALL safer while reducing maintenance costs from pot holes and uneven surfacing that higher speeds create.</p>

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8-17	Land se	It starts with weak policy wordage: "Development should..." Then sets weak guidelines: "Ensure that design guide lines emphasize the quality of experience in public places?" Then states a soft action: "Develop! eye-level design guidelines, regulatory features? and additional design elements that contribute! to the quality of human experience of space and built environment." Without suggesting any regulation or guideline. Who talks/writes like that?
8-18	Sidewalks	Sidewalks on both sides of the street? Other communities are trending toward sidewalks on one side, to reduce building and maintenance costs, and water pollution from stormwater runoff
8-22	Ridgelines	Would these concepts have precluded the recent/current ATT fiasco? Or as you enter Leesburg heading west on Route 7 and look to the south and look at all the houses on the ridge line?
8-24	Level of Service	LOS of C is unrealistic. Should be LOS D
8-28	Lanes	"All roads the RPA will be retained as 2-lane except Route 7, 15 and 621." This should serve to protect route 9 from calls to increase the number of lanes which would only serve to increase truck traffic from route 81. Route 9 should remain 2 lanes
8-30	Rural Transportation Demand Mgmt. Policies	TDM 4-4.21 Any land development should only be approved if the existing transportation infrastructure is suitable to support it. Transportation improvements should Not be made in the RPA. To do so only encourages more development which is not desired.
8-30	TDM Recommend improvements	4-4.23 Making transportation improvements in the rural area only encourages development which is not a goal or desire for western Loudoun. Efforts should be concentrated on maintaining safety of our transportation infrastructure.
8-45	SPA	the plan actually offers some Actions to encourage pedestrian access to services in the SPA. But "guidelines" at p. 2-49 are admitted to be non-binding. Just words for developers to ignore.
8-49	SPA	Refreshing to see that mechanical equipment should be screened, whether on a roof or the ground.
8-61	Development in TPA	The plan allows for greater residential and commercial development in the Transition Area -- an important stretch of land between the heavily suburban development in the east, and the rural area to the west that has been planned for moderate development. It was created to protect critical drinking water, heritage and natural assets, in addition to be a visual and spatial transition between the east and west. With vague language describing a rationale and criteria for the siting of new higher density villages, developers are likely to push for higher density throughout the whole Transition Area.
8-63	Transition Policy Area	The plan says new development will appropriately address its impacts on services and facilities. Transition Village place types proposed on Route 50 and Braddock Road where 2 lanes will be the maximum condition will have a negative impact on the road infrastructure. Transition Village development on Evergreen Mills Road will have a negative impact on the road infrastructure. Road capacity and school overcrowding need to be studied before proposing high density development like Transition Village and Commercial in the TPA.
8-64	Transition Policy Area	The plan wants to "Modify the rural and countryside village zoning district standards to accommodate mixed use commercial centers and transition village development to expand housing diversity and improve commercial viability." In the 2001 plan, there were no rural and countryside village zoning districts. Rezonings to Rural Villages and Countryside Villages were discussed but there was no zoning district that permitted this type of development in the Transition Policy Area.

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		Also, non-residential was comprised of uses that represent an appropriate transition. Mixed use commercial is located in the suburban policy area. This language needs to change to reflect the unique characteristics of the TPA. Please change this section in Policies, Strategies and Actions.
8 - 116	Transportation Plan	Northstar Blvd. should not be a 6-lane limited access highway. Please change it to a maximum of 4 lanes north of Braddock Road and 2 lanes south of Braddock Road.
8 - 117	Tall Cedars Extension	The proposed extension of the terminus of Tall Cedars Parkway on Trailhead Dr. in the middle of the Willowsford community directly contradicts proposed Motor Vehicle Policy 3-1.28 which promises to mitigate cut through traffic. Terminating Tall Cedars at Trailhead encourages cut through traffic on Trailhead Dr., a primarily residential road as people attempt to circumvent traffic E-W traffic on Route 50 and Braddock Road. Maintain the terminus at Northstar Blvd. fully mitigates this concern as Northstar is not a residential road and could funnel Tall Cedars traffic to either Route 50 or Braddock Rd. Terminating an E-W connector on a residential street will result in increased traffic as traffic flow E-W in Loudoun county is heavy and, likely, increased speeds putting the lives of those who live in on the neighborhood streets at risk. Please do not split this community with another busy street!
Roadmap Plan (draft)	Route 50 (near Lenah)	Do not change the current 2 land configuration of Rte. 50 east of Lenah. Also, ensure that a Round About is installed at the intersection of Trail Head Rd and Rte. 50. Also, ensure Roundabouts are installed, as needed, at subdivision entrances along Route 50 west of Lenah. Rationale: maintain traffic calming approach to through traffic along Route 50 starting east of Lenah and continuing to the Round About at the intersection of Watson Rd and Rt 50.
Loudoun 2040 Countywide Transportation Roadway Plan map	Loudoun 2040 Countywide Transportation Roadway Plan map	I agree with the CTP plans proposed reductions of the ultimate number of lanes planned for some Ashburn area roads as shown on the draft Loudoun 2040 Countywide Transportation Roadway Plan map on page 117. Keeping Russell Branch Parkway and the Gloucester Parkway (between Loudoun County Pkwy and Route 28) as ultimately four lanes, instead of six lanes, is a good idea. I also agree with the CTP plan to keep other Ashburn area roads as ultimately two lanes, instead of four lanes. However, the draft CPT still shows Farmwell Road as planned for six lanes, but it should remain as ultimately four lane road. The four-lane ultimate condition is the preference of many Ashburn residents. Also, the Board of Supervisors approved the Farmwell Road Scope Adjustment at their March 22, 2018 Board business meeting, keeping the road as four lanes.
Loudoun 2040 Countywide Transportation Roadway Plan map	Transportation Plan Map	Foley Branch Blvd in the Lower Foley subarea of the Transition Policy Area is planned for a maximum of 4 lanes. Please change this to 2 lanes to be a visual transition from suburban to rural. 4 lanes is not needed in this area.
Loudoun 2040 Countywide Transportation Roadway Plan map	Transportation Plan Map	4 roundabouts are being considered for funding via Smart Scale: Route 50 and Trailhead, Everfield and Route 50, Braddock Road and Route 50 and Braddock Road and Trailhead. Please add these roundabouts to the transportation plan map.
Loudoun 2040 Countywide Transportation Roadway Plan map	Transportation Plan Map	Route 50 is planned to be 4 lanes from Northstar Blvd to Trailhead Drive. A 2-lane roundabout is planned at Route 50 and Trailhead for traffic calming and safety. The existing 2 lanes on Route 50 before Trailhead Drive operates at an acceptable level and does not need to be expanded. The intersection is what needs to be improved not the lane capacity. Please change the ultimate condition of Route 50 before the roundabout to 2 lanes.

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Glossary	Glossary	GLOSSARY: Recommend using either a colon or an em dash consistently after each term or phrase.

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Overall	Moving parts of rural area to transition area	I oppose changing the land north of Shreve Mill east of Evergreen Mill from rural to transition. If you absolutely must change it to transition, then it should be at the density of Lower Sycolin (1 du/10 acres). It currently is 1 du/20 acres and should not be downgraded so dramatically to Small Lot Neighborhood (1 du/acre).
Overall	Subareas of Transition Area	Perhaps I missed it, but I had to go to the previous plan to print a map of the subareas. A map of the subareas must be included in this plan. It is not a complete document if one has to go find another plan to see the map.
Overall	Don't Mess with the Transition Policy Area (TPA)!	The TPA is the heart and soul of the plan and its protection and enhancement is the key to ensuring that sprawl does not encroach into the TPA and Rural Policy Area. I am adamantly opposed to taking any land out of the Rural Policy Area and putting it into the TPA. That's unacceptable! If there is a compelling need to shift land out of one policy area into another, a commensurate amount of land from the policy area being increased should be granted back to the policy area where the land is coming from. In other words, if, say, 800 acres is being re-designated from "Rural" to "TPA", then 800 acres should be shifted from "TPA" to "Rural". In other words, keep the equilibrium. The TPA is a fundamental concept--make the physical transition from urban/suburban to rural in a highly visible way. The planning and approval process for TPA applications should require far greater scrutiny than applications for the suburban and urban areas in terms of making sure that the application (whether it be for housing or some kind of light business use) is really an appropriate use for the TPA. The recently approved data center near Goose Creek was a horrendous violation of the TPA. It makes we wonder whether the TPA will even exist ten or twenty years from now, or whether it will be steadily eroded by development interests until it is essentially gone. That's my biggest worry. THE TPA needs to be preserved at all costs. All attempts to dilute it or reduce it must be opposed and rejected. PROTECT THE TPA!
Overall	Building height issues	<p>1) No maximum building height at Urban Transit Centers. This is outrageous. Maximum 8 stories.</p> <p>2) Urban Employment can include data centers. But the maximum height for Urban Employment is 8 stories. No one wants to see an 8-story data center. Maximum for data centers should be 2-3 stories.</p> <p>3) Special Activity has no height restriction. This is unacceptable. Needs to be set at 8 stories.</p> <p>4) Light Industrial in the Transition Area allows up to 4 stories in height. This is too high, again especially for data centers which should be 2-3 stories max.</p>
Overall	Urban Employment Areas	Data centers do not belong in Urban Employment Areas and they certainly should never be 8 stories which is the allowed height in Urban Employment.
Overall	937 Acres moving from rural to transition	These 937 acres should be explicitly identified. The whole plan would have been easier to understand if it explicitly identified changes from the previous plan to this plan instead of making the reader comb through all the 2040 maps.

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Overall	County Transportation Plan	<p>Great emphasis on Bike and Ped throughout the plan and we really appreciate the steps taken and helping the county move forward toward a more walkable and bikable county. The direct integration of the bike and pedestrian facilities with the vehicle plans associated with each Policy Area is a good approach.</p> <p>We believe clarity could be improved on the description of each type of the 7 Bicycle Facilities to be used by the County.</p> <p>Current Bike Facility Descriptions (According to the 2040 Draft map):</p> <ul style="list-style-type: none"> i. Shared lane with pedestrian facilities provided as called for by geographic policy area ii. Striped bike lane with pedestrian facilities provided as called for by geographic policy area iii. Trail on one side of the road and sidewalk on the other side of the road iv. Trails on both sides of the road (Urban/Suburban/Transition) v. Trail on one side of the road (Rural) vi. Washington and Old Dominion Trail vii. Regional Trail <p>Proposed Bike Facility Descriptions: (note: first three are on road/street facilities, others are separated from the vehicle roadways)</p> <ul style="list-style-type: none"> i. Striped Bike Lane: A marked portion of a roadway that has been designated for exclusive use by bicyclists. Bike lanes are for one-way travel only. ii. Marked Shared Lane (Sharrow): A roadway that includes pavement markings to indicate the appropriate position for bicyclists using a travel lane that is shared by motor vehicles and bicycles. While bicyclists have the right to use the full travel lane, a sharrow alerts motorists to the presence of bicyclists along particular routes that are commonly used by bicyclists but where there is not adequate space for a bike lane. iii. Paved Shoulders: Roadways with areas of pavement just outside the regular travel lane. Paved shoulders may be used by bicyclists similar to a bike lane but may also accommodate stopped vehicles, emergency use, and pedestrians. For the purpose of this map, paved shoulders are indicated only along roadways that do not have curb and gutter (i.e. rural roadways). iv. Off Street Trails on Both Sides of Roadways: Paved multi-use paths, generally 10’ wide. Trails are shared by bicyclists, pedestrians, joggers, dog walkers, strollers and other non-motorized uses. v. Off Street Trail on one side of Roadway, Sidewalk on other side: Paved multi-use path is generally 10’ wide. Sidewalks are 4 to 6 wide. Trails are shared by bicyclists, pedestrians, joggers, dog walkers, strollers and other non-motorized uses. Sidewalks are reserved for non-bicycle use. vi. Off Road Rural Trail: A paved multi-use path (~10 wide) generally aligned with road right of ways, and an optional unpaved bridle path along opposite side of roadway. Off road trails typically provide routes with a reduced number of street crossings or encounters with motor vehicle traffic. Trails are shared by bicyclists, pedestrians, joggers/runners, dog walkers, and other non-motorized uses. vii. Regional Trail: A paved multi-use path (~10 wide) not aligned with road right of ways. These trails, along scenic byways have unique Right of Ways. They include the W&OD Trail and future County Trails. These typically provide routes with a reduced number of street crossings or encounters with motor vehicle traffic. Trails are shared by bicyclists, pedestrians, joggers/runners, dog walkers, and other non-motorized uses. <p>The plan could be then enhanced with how these various bike facilities would be applied in each of Loudoun County’s geographic Policy Areas. You folks have done a great job of describing the Urban Policy area and how bicycle facilities will be implemented within that area. We encourage similar complete descriptions of how bike and ped facilities will be implemented in the other policy areas (suburban, rural, transition) as was done for the urban policy area. We suggest the following assignment of above proposed facilities by Policy area:</p> <p>Rural: ii: Marked Sharrows; iii: Shoulders; vi: Off Road Rural Trail; and vii: Regional Trails</p>

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		<p>Suburban: i: Striped Bike Lane; ii: Marked Sharrows; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vii: Regional Trails</p> <p>Transition: i: Striped Bike Lane; ii: Marked Sharrows; iii: Shoulders; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vi: Off Road Rural Trail; vii: Regional Trails</p> <p>Urban: Striped Bike Lane; ii: Marked Sharrows; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vii: Regional Trails</p> <p>We suggest that specific Routes or Trails with start and end points be identified on the 2040 map and referenced within the County Transportation Plan document. We welcome the addition of the Regional Trails concept. Great idea and we love the placements along the Broad Run and Goose Creek (assuming it is far enough away from the streams to not violate any required natural buffers). The identified Bike Routes would be made up various and often multiple bike facilities and have signage to indicate to drivers where to expect cyclists and for cyclists on where to turn and which bike facility to follow. Bike Loudoun has identified some Bike Routes we would very much like to include on your implementation plans in the first few years. In addition, the County Transportation Plan Document should include mention of these routes and how signage would be funded, and which department(s) would be responsible for designing, locating, installing and maintaining the bike route signage. Currently the document only states in Chapter 10 Implementation of the Plan: Study opportunities for signed bicycle routes to encourage and facilitate longer distance bicycle travel in the County. We would very much like this strengthened to, for example The County will implement various short and long-haul bike routes with appropriate way finding signs to facilitate both commuting and recreational bike alternatives. Here are our initial priority routes: Note these all have links to our Bike Loudoun website where you can see more details of each of the proposed routes.</p> <p>Metro Station Routes: Clear signage to guide cyclists who commute on the W&OD showing wayfinding routes to the 2 new Metro stations in Loudoun County. This may also include key wayfinding signs from large employment centers (i. e. US Customs & Boarder Control Bldg.) to the nearest Metro Station.</p> <p>White’s Ferry to Ball’s Bluff Connection: This would allow cyclists to bike from the C&O Canal Path to the W&OD, as Leesburg recently signed a route from Ball’s Bluff to the W&OD. In addition, this route would be made up of various bike facilities, including an Off Road Rural Trail along Route 15, a Regional Trail along an Easement owned by NOVA Parks which follows the old Balls Bluff Cemetery Road from Route 15 to Ball’s Bluff Regional Park and either a Marked Sharrow facility on White’s Ferry Road, or an Off Road Rural Trail along part of White’s Ferry Road, dependent on final design. We suggest that the Regional Trail now marked on the 2040 Map follow this route, rather than the current one shown via the West Side of Leesburg.</p> <p>Purcellville / Round Hill / Franklin Park Loop: This signed route would provide a loop starting and ending at the current terminus of the W&OD Trail. Starting in Purcellville at the former RR Station, it would follow Hillsboro Road (#690) then head west, utilizing shoulders on the newly widened Alders School Road, then follow an existing Off-Street Trail along State 719, heading South into Round Hill. Once in Round Hill it would follow a new Off-Street Trail, which goes under Highway 7 (tunnel) to Sleeter Lake and then on to Franklin Park. The County is currently designing a new Off Road Rural Trail from Franklin Park to Purcellville. See attached file for diagram of this route.</p> <p>Ride Hill, Hops and Vine Route: This route is designed to support and complement Western Loudoun’s agro-tourism business to provide a safe route along lightly traveled roads through Northern Loudoun. The route is mostly a Marked Sharrow Route, following routes 704 from Hamilton to Waterford, then 665 from Waterford to Taylorstown, then 672 to Lovettsville and heading to Mountain Road (#690) south to Hillsboro, and then on to Route 719 to Round Hill. Once in Round Hill it would follow the segment from c: Round Hill Franklin Park Loop above back to Purcellville and then the W&OD to Hamilton.</p> <p>Other signed routes would be added to this list over time.</p>

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		<p>Community Engagement and Bike Pedestrian Coordinator. Bike Loudoun and the greater cycling citizenry of Loudoun applaud the inclusion of the words in Chapter 10 Implementation of the Plan: Form a Citizen Bicycle and Pedestrian Advisory Committee to review and improve planning of bicycle and pedestrian facilities in the County. We at Bike Loudoun would very much like to be part of this Committee. We also strongly encourage the County to maintain a full time Bike and Ped Coordinator on your County Transportation Department staff roster. Such a role is critical to ensure productive and efficient planning and implementation of these various bike routes and bike facilities and make it easier for the Community to interact with the Transportation Department.</p>
Overall	Increased Density	<p>While I applaud the interest in concentrating growth around the metro stops and the maintenance of the rural character of Western Loudoun, the new plan contains too much new development, particularly in the transition area already established through much deliberation. The County needs to concentrate on improving life for its current residents--the problems of traffic and schools and roads must be addressed. Allowing more growth than is already "on the books", particularly residential growth, will bring more such problems without bringing the monies with which to deal with the problems. There is ample evidence to prove that statement, and the hope contained in the plan that allowing more industrial/commercial uses and more houses is simply wishful thinking. Please leave the transition area alone.</p>
Overall	Urban Sprawl	<p>The current version of the comprehensive plan states the TPA includes 937 acres of RPA from previous plans. It would seem to me we should explain the rationale behind this shift in acreage from the RPA to TPA. The crux of current community blow-back, both in on-line comments and local media, is this land-use shift, the loss of 450 acres of open space, and the anxiety revolving around the "True North" development adjacent to Goose Creek. The aspiration to facilitate more residential and commercial development in the TPA merely encourages further suburban/urban sprawl to the west in future iterations of the Comprehensive Plan. Absent some explanation behind the land-use shift from the RPA to the TPA and mitigating controls to prevent further erosion of the RPA, this is going to be a significant stumbling point for the county and ultimate adoption of the plan.</p>
Overall	Protection of Rural Western Loudoun County: open space, agricultural uses and historic resources	<p>The draft plan only generally supports maintaining the rural zone but provides no specific protections.</p> <p>Chapter 2 basically says no houses but that the rural economy should be doubled in the next ten years. This is completely irresponsible and will destroy the rural nature of the area. There is no definition of what is "rural" about the businesses that will be allowed. This should be a limiting factor in approving the types of businesses that will be allowed. Zoning needs to be stricter in areas such as what will be allowed.</p> <p>Encouraging "voluntary" use of easements, Ag Districts PDR and TPR is ok but we really need active support by the County. The County should set aside funds to help people get an easement (i.e. pay attorney and survey fees for example).</p> <p>The County should fund the PDR program that has been on the books for years--but not funded.</p> <p>We want to keep open space and preserve the unique landscape and agricultural nature of western Loudoun County. Regarding historic resources, no one will want to visit our valuable sites if they are jammed in between industrial types of economic developments.</p> <p>The Mosby Heritage Area Association has a Preservation Plan granted by the National Park Service to protect the Civil War Battlefields of Aldie, Middleburg and Upperville. The plan has a detailed map of the 1863 battles that runs from just east of Aldie to west of Upperville (yes some of this is in Fauquier but mostly in Loudoun). Why isn't this included in Chapter 3's map of historic districts?</p>

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		<p>The Plan also needs to address protection of the environment and our completely unique network of rural roads.</p> <p>Regarding the thought that residential clusters should be preferred is not working out. The designated parts of existing clusters mostly involve maximum residential development on the best land so that the designated ag lots contain the worst land and cannot serve any ag purpose.</p> <p>Please strengthen the plan to create a realistic chance of saving open space and ag uses. We lost a tremendous amount of acreage in the past 20 years. If that trend continues we will have very little open space left.</p> <p>It is the open space, ag uses and historic resources that cause people to visit western Loudoun. If it gets filled with development, people won't come to visit and will just go to their bars in their own neighborhoods.</p> <p>Thank you for considering my comments</p>
Overall	Industrial Development in the Transition Area along the Greenway	How dare you think it is acceptable to your constituents that you take a 10-acre zoning area for housing and turn it into an industrial zone? Who do you all honestly think you are? You are a disgrace as leadership to this once-beautiful county.
Overall	Transportation Plan - Overall	I think the plan is fine but some of the chapters can be combined. When you have one or two-page chapters, it comes across as choppy or like it may be unfinished. I submitted separately what chapters should be combined.
Overall	open space in Transition zone	why would you ever reduce the open space in the transition area
Overall	historic district	why have you not listed town of Hillsboro has a historic district--entire town is on registry
Overall	Hillsboro	need to add to historic district map
Overall	investment in historic resources	<p>what is the vision to support the historic districts in towns and villages</p> <p>you say you do in your overall goals? But could not see tangible actions in the plans</p>
Overall	bike paths looking like paths and trails not little roads	<p>too many of the new trails look like suburban mini roads</p> <p>please at least in the rural west be more creative and make them look more natural</p> <p>look at colonial Williamsburg to Richmond for a successful model</p>
Overall	create new programs for land use	look at your land use offerings to properties smaller than 10 acres
Overall	Transition Area Policy	Our family moved to Loudoun County almost three years ago to escape the housing density, commercial density, and traffic congestion of Fairfax County. We chose Willowsford Greens as our community and chose a 1/2-acre lot that affords us views, large areas of green spaces, wide open spaces, dark skies, and privacy. We also like the quality of construction in our area. We have watched subsequent homes being built along Braddock Rd. west of Northstar and the increased density and poorer quality construction are not comparable to Willowsford or the other already existing developments heading toward Hwy 15. We were dismayed at the plans to build another Harris Teeter at the corner of Northstar and Braddock (there is no need for it since there is already

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		<p>one only 2 miles away). We are also extremely opposed to the proposed high density multi-family "Transition Village" at Northstar and Braddock. This kind of development is precisely what we don't want in the Transition Zone. Not only would it be an eye-sore, but it would draw huge amounts of traffic to an intersection that is already jammed at certain times of day and has a history of frequent accidents, it would negatively affect our quality of life by increasing traffic, ruining dark skies, and increasing noise. The quality of construction would highly likely not be comparable to the nearest neighborhood in the Transition zone. We were also shocked to see another high density small lot area proposed further west on Braddock. Apparently, this area has building restrictions that would not allow that kind of zoning anyway, so it does not give us any confidence that the planning committee did their due diligence in preparing the plan. It suggests that there is a big push by developers to exploit the green spaces of the Transition Zone.</p> <p>We have attended all the different phases of Envision Loudoun and consistently submitted our thoughts and concerns. We do not see them represented in this final stage. We ask that the remaining parcels in the Transition Zone parcels be developed according to the current zoning, consistent and compatible with existing developments.</p>
Overall	Energy, Climate	<p>Background</p> <p>Loudoun citizens concerned about the environment and Climate Change have been asked to provide input to the Envision Process. Concerned citizens are not Community Planners but represent the engineering community and the environmental sciences community and the solar contracting community. We do not have the expertise to add text to the new comprehensive plan but can identify areas that we believe need to be included. In reviewing other comprehensive plans from Virginia cities and counties, chapters devoted to Sustainability or energy were written by professionals such as Virginia Tech, the Northern Virginia Regional Commission, and American Institute of Architects (AIA) assembled Sustainability Design Assessment Team (SDAT). In addition, local community committees worked with these professionals. We recommend the same level of expertise be used to work with community committees to write Loudoun County's Comprehensive Plan chapters regarding the environment, energy, and sustainability.</p> <p>Links to comprehensive plan references used:</p> <p>Arlington County: http://cligs.vt.edu/wp-content/uploads/2013/06/Arlington-CEP-Review.pdf</p> <p>Chesterfield County, VA: https://www.southernenvironment.org/uploads/publications/Sustainable_Richmond_042010_Final.pdf</p> <p>City of VA Beach: https://www.vbgov.com/government/departments/planning/2016ComprehensivePlan/Documents/Section%202.2_%20Environmental%20Stewardship_Final_5.17.16.pdf</p> <p>Loudoun County is a member of the Metropolitan Council of Governments and must take an active role in carrying out recommendations made in the Regional Climate and Energy Action Plan. A Climate, Energy, and Environment Policy Committee 2017-2020 plan to promote voluntary action and progress by local jurisdictions in metropolitan Washington is available: https://www.mwcog.org/documents/2017/03/23/regional-climate-and-energy-action-plan-climate--energy-climate-change-energy/. This plan identifies recommended actions for local governments aimed at reducing the carbon impact of the built environment, energy, and transportation sectors, while increasing resiliency and improving education and outreach. This document, as well as other comprehensive plans from other VA cities and municipalities, has been used to make recommendations for Loudoun County.</p> <p>Multiple objectives guide our recommendations: 1. Mitigate climate change by reducing greenhouse gas emissions from Loudoun County and transitioning to 100% Renewables (wind,</p>

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		<p>water, solar, geothermal) by 2050, reaching 85% by 2035, http://thesolutionsproject.org/. 2. Promote sustainable communities that provide well-designed mixed use, walk-able & bike-able communities that better integrate where we live, work, and shop, reducing the need to drive everywhere. 3. Guide new development to designated growth areas located near mass transit. 4. Protect rural and natural areas. 5. Advance greener building so that new and existing structures are healthier, cleaner, and more energy efficient. 6. Provide greater transportation choices to reduce the number of cars on the road.</p> <p>Loudoun is Unique</p> <p>Loudoun is unique to the Metro area in that a significant portion of the County remains undeveloped. In addition, multiple data centers are located in Loudoun, creating a huge demand for electrical energy. As much as 70 percent of all Internet traffic flows through Loudoun County data centers each day, according to the county department of economic development Connell, https://biz.loudoun.gov/key-business-sectors/data-centers/ Unfortunately, The boom came, however, without creating many jobs. (https://www.washingtonpost.com/business/capitalbusiness/data-centers-boom-in-loudoun-county-but-jobs-arent-following/2014/01/17/b4a704c8-7f0e-11e3-93c1-0e888170b723_story.html?utm_term=.2928fdb267c2)</p> <p>These differences, undeveloped portions of Loudoun County and the data center boom, require special consideration as suggested below.</p> <p>Topics recommended for inclusion in the Envision Process</p> <ol style="list-style-type: none"> 1. Reduce energy consumption by 20% 2018-2023 in both the public facilities and privately owned commercial buildings and residences. <ol style="list-style-type: none"> a. Promote high performance/green buildings that prioritize energy efficiency. b. Implement District Energy utilizing waste heat from data centers for nearby residences and businesses. c. Require the global standard for data center efficiency as codified through Loudoun zoning and building codes. d. Support new building codes requiring energy efficiency measures. 2. Increase use of renewable sources of energy in Loudoun in all sectors to 20% by 2020, 85% by 2035, 100% by 2050. <ol style="list-style-type: none"> a. Implement Commercial Property Assessed Clean Energy program. b. Participate in Green Power Purchases for public facilities. c. Support legislation for Residential Property Assessed Clean Energy program. d. Support Mandatory Renewable Portfolio Standard in VA. 3. Advance/promote Sustainable Regional Mobility to reduce transportation sector greenhouse gas emissions <ol style="list-style-type: none"> a. Increase EV ownership & install EV charging stations at County parking lots. Encourage EV charging station installation on private parking lots. b. Reduce vehicle miles travelled per capita by providing transportation choices. c. Transition public fleets (police, fire & rescue, school busses, public busses) to electric vehicles by 2035. d. Promote alternative work arrangements to include, but not limited to, telework, flex-time options for government employees. e. Incentivize transit for commuting to work. 4. Increase Sustainable Urban Development <ol style="list-style-type: none"> a. Facilitate sustainable development patterns including mixed use at mass transit facilities. b. Reduce loss of resource lands, canopy and vegetation from development by supporting the Loudoun County tree and forest protection ordinance as well as the forthcoming Council of Governments tree canopy strategy.

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		<p>c. Preserve & promote agriculture in Western Loudoun, including but not limited to Farm Breweries, Vineyards, Community Supported Agriculture Farms, Hops Farms.</p> <p>5. Move Towards Zero Waste from public and private facilities.</p> <p>a. Promote residential curb-side collection of recyclables in developed areas.</p> <p>b. Increase recycling rate in Loudoun County from 38.5% in 2014 (https://www.novaregion.org/DocumentCenter/View/11026) to at least 50% by 2020 (MWCOG Regional Climate & Energy Action Plan) and 100% by 2050.</p> <p>c. Adopt and enforce recycling requirements for businesses.</p> <p>d. Develop food waste composting programs for residences, restaurants, and grocery stores.</p> <p>6. Build Regional Resilience</p> <p>a. Assess community vulnerabilities (social, ecological, economic, public health) to climate impacts.</p> <p>b. Adopt climate adaptation/resiliency plan, policies or initiatives.</p> <p>7. Protect Equity and Health of vulnerable populations.</p> <p>a. Incorporate social equity, cultural sensitivity, and community health considerations into local climate change planning, program, and policy decisions.</p> <p>8. Grow the Regional Clean Economy</p> <p>a. Develop public investment and local policies that support resource and energy efficiency and clean infrastructure investments.</p> <p>i. Adopt environmentally preferable purchasing policies to facilitate public purchasing of goods and services that reduce impacts to human and environmental health.</p> <p>ii. Increase the percent of government spending on climate- & environmentally- friendly products or services.</p>
Overall	Residential development	I am concerned with the amount of residential areas approved for development (too many, too scattered). I think we need to put MUCH more emphasis on parks and green spaces. I like the urban centers and compact housing areas. I would like to keep Loudoun beautiful with less homes!
Overall	Growth around metro areas.	Well thought out growth around these areas is vital. Areas similar to Mosaic District in the Merrifield area of Fairfax County should be used as examples for the metro areas. They should not become solely office complexes. They should be living areas/shopping area/ recreation areas. Cascades Overlook is another example of what should be considered. Definitely NOT Tysons Corner!
Overall	Facilities to retain the history and culture of the county.	I was not able to find specific recommendations for facilities/museums to preserve the historical, art, culture, etc. of the county. I believe it is vital for these facilities to specifically be mentioned in the plan. The county currently has few such facilities (Loudoun Museum, such as it is, Balch Library, excellent, etc.) Currently, the county has many older individuals, such Gene Scheel, who have a wealth of knowledge, written many books about the settlements, civil war activities, maps, furniture etc., that must have centralized and preserved in the county. Recent, residents, I suspect, know much more about the wineries, beer establishments, etc., than county history. Where would they go to obtain it?
Overall	Lansdowne Town Center example	Please look at the issues that this center is experiencing. It was developed approximately 10-15 years ago and has always experienced high vacancy/turnover of businesses aging of facilities, etc. This has happened in other similar town centers in the county. Sterling Park, Countryside, Sugarland Run, Dulles Town Center, along route 7 in Sterling etc. New developments attract lots of initial excitement, but eventually a newer more modern ones come along, and older ones lose their appeal. What happens when the Village of Leesburg, the Ashburn Village Great Falls Center, shopping areas etc., become older and not as attractive, who/what/how are they addressed in the plan? Human nature moves on to newer, bigger, brighter venues and those you cannot afford it

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		are left with older areas with no attention. Just identifying them as "place type" or "zoning district" is of little value. Areas like Ashburn Village will become future Sterling Parks and Sugarland Runs. How does the plan "specifically" address this eventuality? Terms like, encourage, support, promote, facilitate, etc. are of little value in preventing similar occurrences in the future.
Overall	Transition Area	The Plan allows a higher density of residential units in too many places and it does so without an integrated transit and school siting and land acquisition plan. It also includes a new Urban Planning Area and new suburban employment and commercial centers which would allow for more intense residential development along Rt. 7.
Overall	Rural Area	The draft proposes to convert over 800 acres of land from the Rural Policy Area into the Transition Policy Area, which would allow more residential and industrial development there..... The density increases are based on the notion that we need more residential growth in order to increase the commercial tax base. This is based on a theory that the commercial tax base will offset the costs that come with residential growth. In Loudoun if you build residential new residents will most certainly come, forcing school redistricting's and additional traffic congestion... Integral to Loudoun County is the rural settings upon which these villages should be placed. Where is the logic here?
Overall	Preserve Western Loudoun	You all are not respecting the overwhelming consensus that we need to preserve the Rural West and put a stop to increased sprawl in the Transitional Zone. We need more concrete protections to preserve the beautiful countryside that remains. Furthermore, the roads and infrastructure cannot withstand the proposed increase in housing! Let the citizens determine the future and not the bank accounts of the developers. This plan does not protect our rural space.
Overall	The Massive Over-Building Must Slow Down	Why has the open space around Beaverdam been saturated with housing? This has despoiled this natural resource and threatens its long-term use and value. Please force proposed high-density housing around the metro stops in Loudoun as well as the proposed ones to Leesburg. Make developers pay MORE for the roads they put thousands and thousands of more cars on, on a daily basis. YOU MUST KEEP OPEN SPACE OPEN OR NO ONE WILL WANT TO LIVE HERE. Please make every step to establish and grow more public parks, and nature trails. Lastly, please EXPAND EXPONENTIALLY the size of GILBERT'S CORNER REGIONAL PARK. It is entirely too small and completely un-able to support the catastrophic over-development and construction in the Braddock, Aldie, Lenah, Gilbert's Corner area. Please, please, PLEASE give us more open space and public parks - WE DON'T HAVE ENOUGH IN LOUDOUN!!
Overall	Allowing commercial and light industrial in the RPA - under implementation Chapter 7-18	There are couple of actions that open up the RPA for commercial and light industrial and reference to " non-agriculture" commercial use. The RPA land value is least expensive than the Suburban and Transition areas. If the RPA is opened up the area will become the area not grounded in its heritage and not related to agriculture. It is critical to prevent our rich ag soils from being covered with industrial buildings due to cheap land prices. If it is non-ag related we should not encourage these businesses for this unique, protected area.
Overall	2040 CTP Still Needs Work	While I appreciate the many hours put in by the stakeholders of Envision Loudoun, I do not support Loudoun's new draft 2040 Countywide Transportation Plan. It allows too much scattered residential development without adequate growth management to control the impact on traffic, taxes, schools and quality of life for existing residents. The new draft policy language also does not adequately address the public's desire for affordable housing, parks, trails, and environmental and historic protection. I also just learned that the draft 2040 CTP states that Rt. 15 is to become like Rt. 7: a principal arterial expressway, with access only at major intersections. Does this mean no farm equipment, no roadside farm stands, no antiques markets, no school buses picking up children, no left-hand

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		<p>turns in and out of the three parks, and no left turns for property owners whose 120 roads, driveways, and entrances front the byway? Does this will mean the end of farming, the end of the scenic byway, and the beginning of the end of rural Loudoun?</p> <p>No farming equipment means no farms; no farms means more houses. The county staff wrote this chapter at the same time they were touting how closely they were listening to citizens' concerns and desires for Loudoun's future. Were they listening to those farmers, producers, and residents in western Loudoun? What then becomes of the billion-dollar tourism industry western Loudoun brings to the County?</p> <p>The draft of the 2040 CTP is a commendable start but far from completion. I ask that Envision Loudoun, County Planners and Loudoun Supervisors further review the public input and adjust the CTP accordingly which means more specific language regarding development in the transition area, environmental protections, and the recommended Rt. 15 improvements.</p>
Overall	Major flaws that need to be addressed	<p>"The comprehensive plan that is currently being presented to the community has major flaws that must be addressed:</p> <p>-It lacks controls for unwanted growth and development. Accordingly, it fails to inspire confidence that county officials can manage the community's will. One example is the decision by supervisors earlier this year to allow the construction of a massive data center, known as True North, on Goose Creek in the transition zone near Leesburg. In calling that vote possibly¹, the worst vote this board has ever taken, Catocin Supervisor Geary Higgins (R) acknowledged that the supervisors had the capacity to make other dumb decisions about development. What prevents similarly dumb decisions in the rural zone?</p> <p>-It fails to properly account for all the costs and benefits of growth. The math remains fuzzy, economically and politically. How to pay for roads, traffic, infrastructure, schools and socio-economic challenges associated with growth as the county already struggles to keep up? What is the impact on taxes in a county where current leadership pledges to cut taxes? Other than developers, who benefits from accelerated growth?</p> <p>-It fails the character test. The draft assumes a future of urbanism that assimilates Loudoun into the sprawl of sameness in the region surrounding Washington, D.C. It undervalues the distinctive characteristics of the county that make it an uncommon place to work and live."</p> <p>Source: https://www.loudountimes.com/opinion/editorial-comprehensive-plan-draft-has-us-holding-our-noses/article_36954ed8-5f5a-11e8-8000-7753fba1ee3c.html</p>
Overall	Loudoun Plan	<p>I am very concerned that the Comprehensive plan proposed allows too much development in western Loudoun County, and scattered out in too many areas. Most of the residents of western Loudoun have based their homes and businesses here because they love rural land and the beautiful Virginia countryside - please don't allow rampant development to ruin it for those of us who have made our lives here!</p>
Overall	Vagueness == need more specificity	<p>I am concerned that the current comprehensive plan's goals and policies are being replaced by vague statements that do not differentiate Loudoun's unique character from any other place, and that will not adequately protect our natural assets.</p>
Overall	Land Use - Data Centers	<p>The area of land north of the Greenway, northwest of the airport and east of Loudoun County Parkway, appears to be recommended as an Urban Transit Center. Urban Transit Centers call for high density residential, office and retail development. This is surprising given the flight paths that extend directly over this area.</p> <p>The economic development chapter (in Figure 2) also has this land within a data center overlay</p>

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		('data center alley'). The policies for the Urban Transit Center land use type directly conflict with this "data center alley overlay. This is confusing for citizens who own property in this location and should be clarified. Given the flight paths and the concentration of power and data centers in this area of the county, data centers and similar uses would be much more appropriate as opposed to residential and high intensity uses. Those uses should be more specifically concentrated directly around the metro stations, but not also in this area where many data centers are popping up today that could be there for decades. These uses drain less County resources and generate a large amount of taxes for purposes of paying for metro.
Overall	Agricultural land	Please implement specific policies to prevent the permanent destruction of high-value agricultural land. Development in the Rural area should be limited to land that is either too steep, too rocky, or otherwise unsuitable to agricultural use. Since high-value agricultural land in Loudoun County is in limited supply, and shrinking, the Vision should be specifically designed to protect all sites which have agricultural potential. The "highest and best use" of good agricultural land is agriculture, not construction of any kind.
Overall	Concentrate development near metro stations	This document allows too much residential and commercial development in the Transition Zone. Development should be concentrated near the new metro stations rather than scattered throughout the county.
Overall	Roundabouts, transition area	I have commented specifically on the transition area, regarding housing density and wetland management. I also commented on the transportation plan regarding roundabouts. I grew up in Fairfax County and have been coming out to Middleburg since 1981. I know what bad development done at a fast rate looks like. Route 50 is very quickly becoming an ugly nightmare of a road. We need more roundabouts to move traffic in and out of the current neighborhoods safely and efficiently. I went to the Open House at John Champe HS and looked at the transportation map. I was horrified to see the number of planned interchanges/ overpasses on route 50. This cannot happen. Roundabouts are the answer. Traffic moves, there is vegetation, slower speeds, less fatal accidents and no blockage of the sun and landscape by a hideous overpass. Native Plants: In all places in the county where green space is maintained or created, please bring in the many local experts on VA Native Plants to ensure that low-maintenance, appropriate vegetation is used. Invasive plants like ivy, Bradford pear trees, Russian Olive, nandina, prairie grasses and many other non-natives are a waste of money and do not help maintain moisture. Natives thrive in all kinds of weather in VA. Developers should be required to have native plants in their landscaping at entrances to neighborhoods. Steep slopes with grass that has to be mowed are ridiculous and should be covered with native ground cover instead. Thank you for this opportunity to comment. It is very important. I am disappointed that the form was difficult to use because the page numbers did not match up.
Overall	Water supply	The industry standards for protecting water supplies must be uniform throughout the county, not just near key sources.
Overall	Overall - scattered growth	I am concerned that the plan has too much scattered growth and congestion, while not clearly addressing affordable housing, parks, trails, and environmental and historic protection. Unfortunately, the policy language in the draft plan is not specific enough to effectively address these issues.
Overall	Rural Policy Area - Density	The Summary Board "Are Residential Density Increases Proposed?" states that there are no density increases in the Rural Policy Area. That is misleading since land is being re-classified from Rural to Transition, and then would be more dense under the TPA density.

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Overall	Growth is not sustainable	<p>The density increases in the draft plan are based on the theory that Loudoun needs more residential growth in order to increase the commercial tax base. This assumes that the commercial tax base will offset the costs that come with residential growth. However, there is no real evidence that enough commercial development would fill in the scattered mixed-use locations to make that a reality. This is especially true given the changing office and retail markets, and Loudoun's lagging office and employment sectors.</p> <p>In Loudoun, if you build residential, new residents will most certainly come, forcing school redistrictings and additional traffic congestion. And although residents generally approve of growth at the Loudoun Metro stations, they don't favor scattering growth increases elsewhere.</p> <p>It's just not sustainable. Loudoun already has an approved but unbuilt pipeline of almost 30,000 housing units and current zoning that would allow ~20,000 additional units (taken from page 33 of the Loudoun Foundations Report). Scattering even more housing just increases traffic congestion and compounds the challenge of providing services to existing County residents.</p>
Overall	Transition Policy Area	I do not support changing the boundaries of the rural or transition policy areas. Please keep as is.
Overall	Text pictures	Overall, this plan needs less text and more pictures and illustrations.
Overall	Placing area P into the transition policy area	I've lived in this area since 1970 the change is tremendous, I feel everything has developed around us with schools above and below and a soccer stadium next door, this is a good area to help in development pressure which blends quite nicely with all that has been built up around here. One of the stated goals was to create a economic force, by moving area P into the transition policy area helps to realize that goal. As a longtime resident this makes sense to me. when you see what's around us thank you for your consideration on this matter.
Overall	Too general	The 2040 plan is too general. There is too much flexibility for developers. There aren't many policies.
Overall	Density	New developments should be clustered. Preserve existing standards for density, do not create new villages and JMLAs in the transition zone.
Overall	The Rural Policy Area-Need for Strong Regulations Adopted Simultaneously with increases in development densities and options in the UPA and SPA	<p>The best aspects of the draft Plan are those that recognize the importance of the Rural West to Loudoun's identity, traditions, lifestyle and amenities. The broad policy of protecting the West and encouraging growth in the East (including Urban developments near the Metro) is sound. It's gratifying to read the parts of the draft Plan that reflect the authors deep and sincere love for the Rural Loudoun and the desire to preserve it.</p> <p>Unfortunately, the draft Plan is very long on noble sentiments about the preservation of Rural Loudoun, but vague and tentative about the means for doing so. It is hard to see how the character of Rural Loudoun can be preserved if as the draft Plan states nearly 12,000 new units can be built, which is more than double the number built since 2001. A serious Plan for preserving Rural Loudoun would be to decrease the number of units that can be built there.</p> <p>The draft Plan frequently mentions of TDRs, PDRs, and encouragement of conservation easements all good ideas but they are lacking in specificity, as the Implementation matrices in Chapter 7 reveal. The implementation proposals for the UPA, SPA and TPA are much more concrete and programmatic. No serious and effective Plan to preserve Rural Loudoun can be realized without specific proposals for implementing the policies. Instead of merely observing that TDR, PDR and conservation easement programs might be considered, the draft Plan should be proposing them as an integral part of the entire County vision and proposing methods of conditioning development upon preservation of Rural Loudoun. Among the kinds of actions should be the following:</p> <p>a. Controlled Density Allocation. The County should not be giving away for little or nothing in</p>

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		<p>return the increased densities that would be allowed in the UPA and SPA. Those increased densities should be linked to reductions in density in the RPA by specific programs (TDR, PDR, purchased easements) using the leverage of increased densities in the UPA and SPA.</p> <p>b. Protection of Viewsheds. The draft Plan recognizes that development on hills and ridges destroys the viewsheds that make the rolling Piedmont hills of the RPA beautiful and distinctive. Beyond TDRs, PDRs and easements, the County should not grant special exceptions, variances or other deviations from development requirements unless the siting of proposed structures is consistent with preserving viewsheds from other properties and roads. The County should also appoint a task force to study and make recommendations for other measures including local ordinances and special legislation that would provide incentives and regulations to protect viewsheds.</p> <p>c. Strong Regulations. The Rural West will not be preserved without strong zoning and development regulations that are strictly enforced without compromise. Growth in the UPA, SPA and TPA will inevitably increase development pressures on the RPA, with resulting requests for variances, rezoning and modifications. The draft Plan embodies a trade-off: more density in the East but preservation in the West. Without strong regulations that exclude exceptions, exemptions and modifications, the Plan will not be a tradeoff, but instead a temporary pause in the march of development to the Blue Ridge. The Board’s recent actions allowing previously unallowed types of development in the TPA is a good example of the way in which development pressures erode protections. And it is essential that protection for the West not be postponed or subordinated to new development approvals in the East, because the County will have lost its leverage to strike the bargain.</p>
Overall	Emergency situation facing Historic Rural Villages needs emergency action	<p>Loudoun’s rural villages are an endangered species Aldie has just been recognized by Preservation Virginia as one of Virginia’s most endangered historic places. (https://www.loudountimes.com/news/two-loudoun-sites-placed-on-preservation-virginia-s-most-endangered/article_5cf2e9ca-6345-11e8-b143-477d37748654.html)</p> <p>The draft Plan proposes many thoughtful policies, strategies and actions, and the Design Guidelines should be helpful. But, as the Village of Aldie exemplifies, the preservation of Loudoun’s Historic Rural Villages is an emergency case and the patient may die before the proposals can be implemented. In the meantime, the County should:</p> <p>a. Emergency Moratorium. The County should promptly even before adopting the new Plan impose an emergency moratorium on new development units within the Village of Aldie and other threatened villages to allow time for the implementation of the new Plan.</p> <p>b. Incentives. Together with a moratorium, the County should adopt measures empowering it to offer incentives and exemption from the moratorium to developers of new units willing to meet the standards set forth in the draft Plan.</p> <p>c. County Projects. The County itself should ensure that its own projects are consistent with the vision, values and policies of the draft Plan. The proposed Aldie firehouse does not satisfy this standard and is a major threat to the Historic Aldie Village.</p>
Overall	Need to protect water quality by encouraging alternatives to turfgrass lawns	<p>Although the draft Plan recognizes the importance of protecting and preserving Loudoun’s water quality, it does little to address one of the major recognized sources of water pollution residential turf lawns. Counties and other municipalities throughout the United States are taking steps to encourage alternatives to turf lawns and to regulate lawn pesticides and fertilizers that kill aquatic wildlife and foul streams and rivers. Located as it is on the Potomac River and in the Chesapeake watershed, Loudoun can make major contributions to regional efforts to protect water resources.</p> <p>The draft Plan should include policies, strategies and actions that promote alternatives to turf</p>

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		lawns, discourage or prohibit HOA regulations requiring turf lawns, and incentives to residents to replace turn lawns and refrain from using pesticides and fertilizers
Overall	Open Space Loss - Transition Area	Within the TPA, there are several land use changes proposed which take the parcels from 70% to 50% protected open space, yet do not call for any higher use of the land. I am sad about all the other open space being lost to datacenters etc.; but this change doesn't seem to do anyone any good. Was it made just to simplify things? Why would it be done? If there is not an overriding reason to upzone, at least keep the open space protection as it is. Thank you.
Overall	Development in the Transition Area	I'm concerned that the plan allows for more residential and commercial development in the Transition Area with vague language describing the criteria for this development. I fear this vagueness will enable developers to push for higher density development throughout the Transition Area. This area provides an essential buffer between heavy development in the east and rural areas where I live. This buffer area is necessary to protect critical drinking water supplies, as well as Loudoun's rural heritage and natural resources. As such, I would urge county planners to ensure that this area remains protected from sprawling developments.
Overall	Green Space	Wish I had known this was available for review, but just found out. I'm therefore unable to review it in full so am commenting in general that the rapidly disappearing green space in our county is disconcerting. While it's nice to have amenities such as shops and restaurants, the number of trees and natural spaces that are coming down often replaced by data centers is rapidly and negatively impacting the overall quality of life in Loudoun. We need more balance. We need walking trails, green space, gardens. I would love to see a community garden created like they have in Reston. Most residents especially in Eastern Loudoun don't have the space to grow their own vegetables, but a community garden would be wonderful for this.
Overall	Rural Area	I strongly oppose the conversion of more than 800 acres of land from the Rural Area to the Transition Area. As a rural resident, I believe it is essential to keep these lands in the Rural Area to protect Loudoun's rural heritage, including the many farms, equestrian facilities and rural businesses that are a vibrant part of our economy.
Overall	Route 15	Route 15 is a scenic road and serves as an entry to rural and historic Loudoun. I suggest keeping it as a two-lane road with roundabouts at lights and major crossings all the way from Battlefield to the bridge. Roundabouts work well on Rte. 9 and are cheaper plus they will allow a steady even flow of traffic. The idea of turning this road into a 4-lane controlled access road is totally incompatible with the reasons tourists come to western Loudoun and will just encourage more development and sprawl.
Overall	Too much additional residential development where it doesn't belong	After reviewing critical aspects of the Envision Loudoun output, an overarching goal seems to be too much additional residential development in areas where it doesn't belong. To continue to maintain Loudoun's rural character we must continue to protect and preserve the Rural Policy Area. There are some good goals there, like combining smaller parcels into larger plots that can be used for agricultural type uses, as well as promoting conservation easements. However, the conversion of Rural Policy area to Transition Policy area, plus adding a significant number of new units to the Transition Policy area are blatant attempts to allow for more and more construction. A major aspect of this type of planning is the current residents and their impact. More housing does not favor current residents, it favors those that will come later, causing current residents to feel the impacts of the additional development, especially visually and transportation wise. Loudoun has a history of allowing too much development before shoring up adequate roads. Please hear current residents, clearly shown in the Citizen Feedback from the initial phase of the Envision Loudoun process, and limit new development as much as possible in the rural and transition areas.
Overall	Land Use Suburban Community Commercial	I am a resident of Old Town Ashburn and I do not agree with the proposed Suburban Commercial Community plan type, along with removing the Village plan type from my community. I had a chance to review the proposed changes at the Envision Loudoun work session and don't believe

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		<p>this is what we want in our town. My community is a small town consisting of single family homes and very little retail. The suggested plan type is calling for 8-24du/acre which is not in line with the Board Approved ZOAM-2016-0014 that my neighbors and myself had fought for with 1-4du/acre. This community does not have the infrastructure to support this proposed plan type.</p> <p>I am proposing we add a Suburban small lot neighborhood (similar to the transition small lot neighborhood) plan type, which falls more in line with the current established neighborhood setting. This will allow our neighborhood to be consistent to the surrounding community and not put a burden on our lack of infrastructure. A small lot neighborhood has a suggested du/acre that is more in line with the ZOAM-2016-0014 that my neighbors and myself had fought to pass, along with the BOS approval. We need to think about keeping this community safe and believe this plan type will allow that to happen.</p>
Overall	Suburban Community Commercial from Envision Loudoun	<p>I am a resident of Old Town Ashburn and I do not agree with the proposed Suburban Commercial Community plan type, along with removing the Village plan type from my community. I had a chance to review the proposed changes at the Envision Loudoun work session and don't believe this is what we want in our town. My community is a small town consisting of single family homes and very little retail. The suggested plan type is calling for 8-24du/acre which is not in line with the Board Approved ZOAM-2016-0014 that my neighbors and myself had fought for with 1-4du/acre. This community does not have the infrastructure to support this proposed plan type.</p> <p>I am proposing we add a Suburban small lot neighborhood (similar to the transition small lot neighborhood) plan type, which falls more in line with the current established neighborhood setting. This will allow our neighborhood to be consistent to the surrounding community and not put a burden on our lack of infrastructure. A small lot neighborhood has a suggested du/acre that is more in line with the ZOAM-2016-0014 that my neighbors and myself had fought to pass, along with the BOS approval. We need to think about keeping this community safe and believe this plan type will allow that to happen.</p>
Overall	CTP	<p>1) Transportation: While the new draft transportation plan includes excellent new and additional information about bicycle-pedestrian and transit infrastructure, and even talks about the need for a more local, connected grid (something we recommended in the Loudoun Citizens CTP in 2010), the plan is still based on "congestion reduction," auto level of service, and a "supergrid" of very wide arterials. The plan appears to continue to rely on flawed modeling and a focus on road capacity expansion rather than improving accessibility and shortening trip lengths. Many of the concerns expressed in the Loudoun Citizens CTP report of 2010 still stand and we will resend that report which was commissioned by Loudoun residents.</p>
Overall	CTP	<p>It is not at all clear that the additional level of growth being proposed can be supported by this auto-dependent pattern with very limited east-west arteries past Dulles Airport. The county will still be reliant on Route 7, Waxpool, Dulles Toll Road, Route 50, and Braddock (with a possible Route 50 alternate proposed to be added).</p>
Overall	CTP	<p>a. We oppose the expansion of Northstar to 6 lanes and extension south of Braddock Road. This risks it becoming part of an outer beltway which would fuel more development and more east-west congestion than eastern Loudoun can handle.</p>
Overall	CTP	<p>b. We are also concerned about expansion of Evergreen Mills to 4 lanes within the Transition Policy Area. We do however support fixes to the road network in the Arcola area.</p>
Overall	CTP	<p>c. We continue to oppose the proposals for an outer Potomac Bridge because it would orient the region away from transit-oriented development, destroy Montgomery County's Agricultural Reserve filling it with new development, and would add to, not decrease traffic on Loudoun County roads. Loudoun's focus should be on capitalizing on the Silver Line and making other critical transit investments.</p>

Overall Specific Comments

Page	Topic	Comment
Overall	CTP	d. A top priority for investment should be the grid of streets necessary to support transit-oriented development at the Ashburn station.
Overall	CTP	e. Via separate correspondence we are urging that Route 15 be preserved as a National Scenic Byway and part of the Journey Through Hallowed Ground, not expanded to four lanes as proposed north of Leesburg. A roundabout and traffic calming alternative will be far more effective and safer, as demonstrated by the award-winning Gilberts Corner roundabouts.
Overall	CTP	f. Most of the road classifications – from major collector to highway set too high a design speed.
Overall	CTP	g. The default standard lane width of 12 feet is too wide and far too many of Loudoun’s roads are far too wide, forming barriers between neighborhoods and making walking and bicycling dangerous if not impossible.
Overall	CTP	h. Why doesn’t the plan set goals for increased mode share for walking, bicycling and transit use, as well as reduction of vehicle miles traveled and greenhouse gas emissions from transportation?
Overall	CTP	i. The parking policy section is too limited. It should set clearer goals for reducing parking supply in TOD areas, pricing parking separate from apartment rents and condo prices, etc.
Overall	CTP	It appears that a more fine-grained approach should have been taken with the transportation plan. While many good concepts re local connectivity and bike/ped and transit expansion are proposed, the detailed locations of necessary fixes are missing. The county is so challenged by the disconnected cul-de-sac pattern that has been built that additional housing development will exacerbate problems. Where will new local connections be made? If they can’t be a road connection, can a bike/ped connection be made to connect to other neighborhoods, schools, and stores.
Overall	General Plan	While there is no one answer to solving housing affordability here in Loudoun County, we need to consider developing a ladder of housing possibilities to provide a diverse solution to our housing needs. By including a homeownership subsidy program in this policy, Loudoun County is extending the ladder of housing options to those with the greatest need.
Overall	General Plan and CTP	Generally, I do not see a provision in the Comp Plan for necessary future infrastructure maintenance nor how that should restrict development or land use. In addition, the plan is often inconsistent in various wording throughout the different sections, especially with respect to language addressing Loudoun’s National Scenic Byway. There is some language stating support for maintaining the rural character of the Byway, however the plan goes on to contradict this on page 3.16 by stating that it will become a Primary Arterial - Expressway, with access only at major intersections and frontage roads. Frankly, I feel this language, if adhered to, will result in the ruin of the National Scenic Byway and the rural business economy that depends upon it. This change would have a devastating and irremediable impact on all of Western Loudoun, changing the feel of the County forever. I do not want Loudoun to become another Fairfax. We are much more than a bedroom community for Washington commuters. Loudoun represents a diversity of businesses, including those rural in character & I fear that the plan, the way it is now worded, would only serve to change the character of western Loudoun County forever. The Route 15 corridor is the Main Street of a community where commerce, farming, recreation, education, and simple living occur. It should never become an expressway, so the designation of Route 15 as such should be removed. The plan should consider what effects new car technologies and other technological changes will have on travel and address those issues. Furthermore, the plan does not seem to take into account Visualize 2045 goals, in particular: • Bringing jobs and housing closer together • Providing more telecommuting and other options. I would also like to see a shift in method from rating road networks as Level of Service to Vehicle Miles Traveled. This would be a more forward-

Overall Specific Comments

Page	Topic	Comment
		looking approach and would promote land use/transportation connections that are more economically sustainable and result in less induced traffic and less time spent driving.
Overall	General Plan	The Plan looks great.
Overall	General Plan	The proposed density increases, especially in the transition area, (4,000 homes to be built + 1,500 additional) will make this area unlivable. The traffic today is some of the worse congestion in the U.S. These proposed density increases will have a negative effect on Loudoun resident’s quality of life, which has already declined due to uncontrolled building and increased traffic.
Overall	General Plan	Good job. Excellent emphasis on mixed-use connectivity and walkability and complete street. Would like to see a bit more clarity on some urban design elements like defined open spaces and relegated parking. Good approach to keep the existing policy area framework - urban, sub, rural and keeping sewer out of rural area.
Overall	General Plan	Overall good comp plan.
Overall	General Plan	Excellent Plan! Kudos to all involved. Excellent video. Truthfully, I think this plan will serve as a model for other jurisdictions.
Overall	General Plan	Great job. I love the plans and feel that the community has been given the opportunity to be heard.
Overall	General Plan and CTP	Citizens have strongly stated they want overdevelopment to cease. This plan increases it. There are no teeth in the plan to ensure that more affordable and work force housing will be built. That must happen, so those workers to not have to commute from outside the county. And that housing should be in the urban zones near Metro. Citizens said we need more parks and trails (and that doesn’t mean pocket parks). I see nothing to ensure that will happen. Where are the metrics, where is the financial analysis of whether we can afford all those houses the NVR Inc.-funded housing demand study says we MUST build? We need to catch up with what current residents need, not attract more residents who need even more services. The rural area and the transition area need MORE protections to preserve their integrity. The BOS said there should be no incursion into the rural area. Why has 400 acres of it been annexed into the Transition area? Very much of the plan is descriptive and not prescriptive—and most of its prescriptive language could not be weaker. “May,” “will encourage,” “steps can be taken,” “will encourage,” are terms with no teeth and no enforceability. Citizens simply will have nothing to point to when a project or proposal is destructive, intrusive, or even unsafe. I see no provision for the need for future infrastructure maintenance, and how that should constrain development or land use. Many parts of the plan are inconsistent internally. The most striking example is weak language stating support for Loudoun’s National Scenic Byway, but on page 3.16 stating that it will become a Primary Arterial - Expressway, with access only at major intersections and frontage roads. This is, pure and simple, destruction of the National Scenic Byway and the rural business economy that depends upon it. This change signals a vast and irreversible negative impact on all of Western Loudoun. Route 15 should never become an expressway—it is the Main Street of a community where commerce, farming, recreation, education, and simple living occur. This designation must be removed. There is no vision for the future in this plan that considers how travel will change in the near future—what effects new car technologies and other technological changes will, or should, have on travel—particularly by car. It does not aggressively enough embrace Visualize 2045 goals, especially bring jobs and housing closer together; provide more telecommuting and other options (which are mentioned but should be much stronger, such as providing incentives for employers to embrace such policies, which reduce strains on roads). More forward-looking jurisdictions are (I’m told by national transportation professionals) moving away from Level of Service to rate road networks to Vehicle Miles Traveled, which promotes a land use/transportation connection that is more economically sustainable and results in less induced traffic and less time spent driving. Please consider that shift in approach.

Overall Specific Comments

Page	Topic	Comment
Overall	General Plan	Put the density by mass transit and keep rural areas rural through incentive programs. The County’s Draft Plan also provides for three Policy Areas of differing densities and patterns for development: The Suburban, Transition and Rural. This is a good thing. However, the Draft Plan needs to be improved to preserve and protect these areas. The draft also proposes to convert 800+ acres in the Rural Policy Area to Transition, thus allowing for more residential and industrial development. This would only exacerbate existing traffic problems, increase infrastructure demand, and destroy additional valuable open space.
Overall	General Plan	Add ACRONYMS or ACRONYM LIST before the GLOSSARY; see separate file of acronyms.
Overall	General Plan	<p>GENERAL CONCERNS:</p> <ul style="list-style-type: none"> (1) Increased density at too fast a rate (2) Adequate parking and how it will be monitored (3) Parking garages: Please do not emulate Reston Town Center parking garages method of requiring cell phone download of an app, entry of driver’s license plate and then pre-estimating parking time via a kiosk akin to metered parking. The garage ceiling has cameras that take a picture of car’s license plate. Not everyone has or uses a cell phone. Preferred method if necessary: Use an entry timestamp and accurate exit timestamp with payment via a credit card or cash. (4) Maintain residential neighborhoods as residential neighborhoods. (5) How will noise level be monitored and maintained. (6) Consider and maintain adequate animal habitats. (7) Address how buildings with historic or importance to the community are identified and preserved. (8) Create senior center campuses with convenient amenities and medical care. (9) Consider fountains or circulation devices in drainage ponds to help prevent stagnant water that attract mosquitoes. (10) Zoning/Ordinance monitoring and maintenance. More and more people are ignoring existing regulations.
Overall	General Plan	<p>CONCERNS SPECIFIC TO STERLING:</p> <ul style="list-style-type: none"> (1) Increased crime and even more renters and cars in residential areas, especially because of Air B&B’s and increased density. Enforcing County Zoning Ordinances outside of homes has already been difficult; it will be even more difficult to control inside violations. Neighborhoods/neighbors will become over burdened with compliance issues. (2) Increased parking issues, especially with “commercial”/business trucks and vehicles such as pickup trucks with multiple ladders and panel trucks with advertising across the side. We are losing the look and feel of a residential neighborhood—obvious businesses and an inordinate number of cars and trucks. (3) Increased issues regarding noise. (4) Note: I recently became aware that there is an application to build yet another storage facility in Sterling on Sterling Blvd—the main thoroughfare into Sterling. This must not happen! We already have several storage facilities in Sterling on Woodland Road and West Church Road. We can do better! And Sterling deserves better! Let’s make Sterling great again by building aesthetically as well as functional buildings to attract visitors and increase the enjoyment and pride of Sterling residents.
Overall	General Plan	Recommendation a Mental Health Center. With the diversity of mental health support options, would it be best to select venues in areas that are more inclusive, but be open to providing remote support to connect people to preferred treatment options, and/or do we proactively focus on awareness and addressing stigma in areas that are not as open to mental health support? Do we consider customizing services based on preferences of particular areas? For example, would mental health advocacy through urban hip hop music be considered not compatible with rural character despite that country/rural/southern/trap hip hop also exists? Such considerations will

Overall Specific Comments

Page	Topic	Comment
		need to be made in planning processes to determine how best to serve our county. Perhaps it might help to have a mental health representative from each area participate in such planning.
Overall		The draft Plan should include policies, strategies and actions that promote alternatives to turf lawns, discourage or prohibit HOA regulations requiring turf lawns, and incentives to residents to replace turn lawns and refrain from using pesticides and fertilizers.
Overall	CTP	Thank you, great workshop, everyone was helpful & knowledgeable
Overall	CTP	Great job
Overall	CTP	General thoughts: Very much of the plan is descriptive and not prescriptive—and most of its prescriptive language could not be weaker. “May,” “will encourage,” “steps can be taken,” “will encourage,” are terms with no teeth and no enforceability. Citizens simply will have nothing to point to when a project is destructive, intrusive, or even unsafe.
Overall	CTP	I see no provision for the need for future infrastructure maintenance, and how that should constrain development or land use.
Overall	CTP	The plan is wildly inconsistent internally. The most striking example is weak language stating support for Loudoun’s National Scenic Byway, but on page 3.16 stating that it will become a Primary Arterial - Expressway, with access only at major intersections and frontage roads. This is, pure and simple, destruction of the National Scenic Byway and the rural business economy that depends upon it. This change signals a vast and irreversible negative impact on all of Western Loudoun. Route 15 should never become an expressway—it is the Main Street of a community where commerce, farming, recreation, education, and simple living occur. This designation must be removed.
Overall	CTP	There is no vision for the future in this plan that considers how travel will change in the near future—what effects new car technologies and other technological changes will, or should, have on travel—particularly by car.
Overall	CTP	It does not aggressively enough embrace Visualize 2045 goals, especially -Bring jobs and housing closer together-Provide more telecommuting and other options
Overall	CTP	More forward-looking jurisdictions are (I’m told by national transportation professionals) moving away from Level of Service to rate road networks to Vehicle Miles Traveled, which promotes a land use/transportation connection that is more economically sustainable and results in less induced traffic and less time spent driving. Please consider that shift in approach.

A note on Identical or Similar Comments

A selection of the comments received online through the round included similar or identical content. These were cross-referenced by the Planning Team to the IP Address – a unique string of numbers separated by periods that identifies each computer using the Internet Protocol to communicate over a network – to determine the validity of the user and the comment. The following are identical or similar comments received through the process originating from unique IP Addresses or computers. These have only been included once in the overall database.

- “I am a resident of Old Town Ashburn ...” and various other configurations of this statement. 89 responses in the Land Use Chapter

- “Use the leadership in Energy and Environmental design (LEED) ...” repeated seven times.
- “Add ‘bikable’ to ‘walkable’ as accessibility from adjoining communities...” repeated four times.
- “Add depletion of natural resources to Action...” repeated four times.
- “Add policy and action language for LEED ...” repeated three times
- “Add ‘integrate all plans with the CTP...” repeated four times
- “Throughout this section add ‘cycling’ to ‘pedestrian’...” repeated three times
- “Remove ‘greater than 2,000 square feet’...” repeated four times
- “Keep the existing Comprehensive Plan text for Rural Policy Area...” repeated four times
- “Require industrial facilities to adhere to strict water quality...” repeated four times
- “Open space is intended for preservation of small scale agriculture...” repeated three times

C. General Comments

General comments have been presented below by chapter. The Team received **397** comments that were general in nature.

<TABLE TO BE ADDED IN FINAL DRAFT – COMMENTS CURRENTLY FOUND IN APPENDIX>

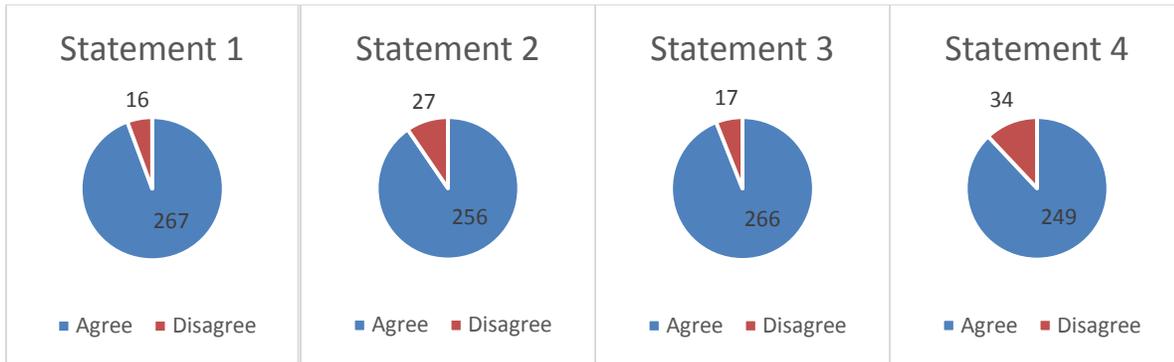
Note: Chamber of Commerce Comments

The Chamber of Commerce held a meeting where members were asked to fill out cards agreeing with four pre-listed comments. They were also asked to include additional written comments which are provided below. A total of **286** comment cards were collected from the Chamber.

The four pre-listed comments included the following:

1. Loudoun must make housing diversity and affordability a top priority. Adequate housing options for citizens of all income levels is essential to Loudoun's economy and quality of life.
2. The County must invest in creating a business environment that fosters innovation and further diversifies our local economy, not restrict.
3. The County must fix the constant gridlock on Route 15, 9 and 50, and create new connections to Maryland and Prince William County.
4. Land-use policy must allow for market driven innovations through flexibility and adaptability.

The following pie charts illustrate the number of Chamber members that agreed or disagreed with the pre-listed comments above.



Following are the general comments provided by the Chamber of Commerce.

Additional Chamber of Commerce Comments

Comments
"market driven" land use=sprawl. Loudoun's valued Rural Economy cannot survive without cautious or smart growth. Increase density at Metro stops but do not increase density in the Rural Policy Area
Please work with MD to figure out how to build a bridge here in Loudoun.
(3) The County must fix the constant gridlock on Route 15,9 and 50 and create new connections to Maryland and Prince William County. Add 29/28. Thousands of hours of productivity are lost. Prohibits skilled labor from participating
(3) The County must fix the constant gridlock on Route 15, 9 and 50, and create new connections to Maryland and Prince William County. Add Route 7 west of Leesburg. New junction with Route 7 west of Purcellville.
(4) Land-use policy must allow for market driven innovations through flexibility and adaptability. With development supporting adequate infrastructure of public services and facilities.
(1) Loudoun must make housing diversity and affordability a top priority. Adequate housing options for citizens of all income levels is essential to Loudoun's economy and quality of life. Ranch style houses-various styles not only town house and 3 levels single family.
Housing diversity and affordability extremely important as this impacts jobs, education, as well as health (people too stressed over housing).
Bike lanes-safe places for biker friendly spaces.
A solution to Route 15 soon.
I am currently looking for a rental home and have been denied for 3 places due to "insufficient income" I bring home close to \$5K a month and cannot find a place for my son and I in Lo Co. I've lived in Leesburg since 2005 and now am having to look in Clarke County to live. How does that attract people to live and work here in Loudoun?
Zoning needs to be clarified & regulated & enforced! Comp Plan needs to ease up on drive throughs, bank, ff etc. Crossing =outer beltway. Data center zones need to be secured.
I would like the County to invest into highspeed internet infrastructure. There is plenty of fiber in the ground in Eastern Loudoun but not Western Loudoun. Affordable, business class, high speed internet attracts tech biz to the west, and encourages tele-commuting.

Additional Chamber of Commerce Comments

Comments
Appreciate the opportunity to tap into Housing Trust Fund for affordable housing development. Initiate tax credit program for additional affordable housing funding.
(1) Loudoun must make housing diversity and affordability a top priority. Adequate housing options for citizens of all income levels is essential to Loudoun's economy and quality of life. When this just means small affordable apartments, I do not think this addresses the issues. New construction prioritizes giant McMansions which are a blight on landscape and decrease availability of moderately sized single-family house which is what families would like.
We must have affordable and diverse housing options. We must have transportation options for the service industry workforce. Curtail development around Leesburg.
We need to address our infrastructure and gridlock before we do more development. We also need to provide more greenspace and parks. With more children, events are getting pushed later.
I could not agree more with all of these comments.
The county must restrict cut-thru traffic in Waterford.
Continue to construct alternate options to the Greenway. Continue to increase school funding.
There is also constant gridlock on Route 7 that should be considered. Transportation should remain a major focus. One of the best things Loudoun has to offer is unique businesses and experiences. Loudoun should continue to encourage businesses like Verizon Headquarters, IFly, Top Golf etc.
Teachers, nurses, first responders and service providers must all be able to affordably live where they work!
(4) Land-use policy must allow for market driven innovations through flexibility and adaptability. With development supporting adequate infrastructure of public services and facilities. Change must to should.
Protect the values of western Loudoun-a perfect complement to urban growth in eastern Loudoun.
The county needs to keep business taxes & property taxes down-should not increase. It would be nice to have a minor league baseball team in Loudoun for family entertainment.
Cost of Living and lack of multi-family/affordable stock is the primary deterrent for the migration of middle class workforce which constitutes the majority of Loudoun employees. Conversely, there needs to be an improvement to existing and newly created alternatives for commuters traveling within the county, leading to increased retention rates for employees.
Transportation infrastructure and affordable housing i.e. average priced homes to support local business and their employees.
need more night life to appeal to millennials to stay here
Prime key is making housing diversity more affordable.
Continue to support a viable volunteer fire and rescue system.
Get control back over the Toll Road so the costs can be more reasonable to use. That would relieve a lot of traffic on 9 & 7 east.
(1) Loudoun must make housing diversity and affordability a top priority. Adequate housing options for citizens of all income levels is essential to Loudoun's economy and quality of life. -especially for a younger generation.

Additional Chamber of Commerce Comments

Comments
Try to keep the rural towns and villages as rural as possible
Please maintain the natural and agri-tourism landscape of Western Loudoun and support in village growth. The Aldie Village has more potential to enhance out rural heritage in a cohesive way.
More relaxed controls (in legislative development apps) for small business and startups. Example: fees and offsite improvements.
Keep rural economy growing & strong emphasis on point # 1. 30,000 homes short now which will drive up prices & reduce affordability which is already an issue.
Traffic on Route 7 East/west morning/evening needs to be addressed. Affordable housing in Loudoun County.
More kid areas would be great around the community
we need real businesses that employ all types of people. Not more Data Centers
Need to increase the density in the Transition Policy Area or convert it to the Suburban Policy Area. Reduce or eliminate grass medians in new road cross sections to allow for on street bike lanes without needing additional ROW. Could modify ex roads as well.
Reduce the gridlock on Loudoun County Parkway for residents of South Ashburn trying to access 28. Backup is at Loudoun county Parkway Northbound & Waxpool. Merge onto Dulles Toll Road from 28 southbound. Merge off of Dulles Toll Road onto 28 northbound
Benefits for seniors and more affordable housing
Workforce housing needs to be solved. Affordable single-family homes are really needed. Our Loudoun Company has 40-50% of staff coming from the west (outside of Loudoun), commuting to the office
A thriving and growing economy requires access to affordable housing. The plan must allow for all types of housing options that are affordable throughout the county.
Remove the privatization of Greenway and lower tolls.
un privatize Greenway-critical.
maximizing affordable housing makes Loudoun more welcome to not only low-income residents, but many LCPS employees. Our educators should be able to reside in the county in which they teach.
Need a minor league baseball team, need an (interstate) limited access roadway into Montgomery County.
Self-sustaining development is favored by unlimited density, particularly around mass transit. Concentration of development frees up space to maintain green, natural and park space, maintaining Loudoun's character and quality of life.
Workforce development-we must attract businesses, support common sense growth and development
Keep Loudoun Transit bus service to DC
Belmont Ridge Road between Truro Parish and BWHS needs to be expanded and repaired. The potholes are huge.
Make Loudoun more accessible, diverse and GREEN! Avoid turning into a homogeneous housing blob and DO GOOD!

Additional Chamber of Commerce Comments

Comments
Public transportation- How can we get more of the county to use public transportation and make it more accessible to the elderly and low income.
Affordable housing, Affordable healthcare
Agree with all the above comments (1-4)
Consider an analysis and evaluation of decentralization of County government based upon communities and village. This approach could reduce vehicle traffic and provide better services.
Increase funding and support social service safety net
make sure the plan is reviewed at least every 5 years-older data centers may need to be redeveloped/rezoned for houses. Make sure a review of housing needs is conducted every 5 years and adjust the plan accordingly.
Strengthen the social safety net for the underrepresented population of Loudoun County.
#1 top priority, #2, #3, #4 all correct. The route 50 corridor is underserved for the residents. Retail, Flex, office
On behalf of Children's Science Center, we are eager to see progress in these areas. Our employees, many educators need affordable housing. Our visitors, local families, rely on a strong quality of life to stay here. Our corporate suppliers rely on all these factors and well. All can win.
Sidewalks needed approaching new metro stations., such as Loudoun access on 606
Support and fully fund our public schools, reduce class sizes and increase teacher pay, support our local farms
predictable and reliable metro
Increase workforce housing and community development. Spaces and events for families and public services together.
Please take these concerns seriously. Loudoun's continued prosperity banks on a continued plan of thoughtful development. Continued residential growth must be balanced with infrastructure and commercial development.
Do you have 20-30-year olds involved in the planning to determine what is important to them? It's important to have housing options for the kids who grew up in Loudoun so that they can return to the area after college. We have a 17-year-old son going to college and don't see how he will be able to afford moving here after college.
Don't put all your eggs in the data warehousing basket. Diversify.
Dense, mixed use residential and commercial development near the metro stations make sense.
Loudoun must commit to and invest in creating and nurturing partnerships, collaboration and participation in interfaith, inter-racial and multicultural initiatives. Acceptance and inclusion of individuals and groups of all races, ethnicities and faiths fosters the growth of a healthier more prosperous County.
Available, affordable mental health and addiction treatment with associated family support. It takes a village.
Workforce development-school-to-business pipeline
#1 if we do not succeed (I believe we will) in creating affordable housing for entry level college grads (IT, Healthcare, other) we risk not having a productive workforce in the future. We need to keep our younger people in Loudoun and attract others from outside.

Additional Chamber of Commerce Comments

Comments
Thank you for the good work so far, let's bring home "Envision Loudoun" encompassing the 4 important points above.
All modes of transport must be considered as the county grows creating safe passage for cyclists is a must. All new construction should include bike lanes.
The county must continue to promote job opportunities for "non-college" graduates. This is a mission essential work force which is needed to support our economy.
I would like to know about specific plans for a bridge across the Potomac into Maryland.
Sidewalks needed approaching new metro stations., such as Loudoun access on 606
Support and fully fund our public schools, reduce class sizes and increase teacher pay, support our local farms
predictable and reliable metro
Increase workforce housing and community development. Spaces and events for families and public services together.
Please keep data centers out of western Loudoun and help farms prioritize their land as a farm
We must further invest in public transportation that links affordable housing with employment hubs
need more infrastructure (gas stations, pharmacies, chain restaurants) due to population density from all the townhomes being built in Brambleton
School safety, Transportation solutions and neighborhood safety
Focus zoning changes to support the development of indoor/outdoor recreation to properly serve the community.
Let's stop denigrating data centers.
I can agree with the above but it's the "how" is what I would need to know more about before I can be fully on board.
Luckett's Bypass and widening of Route 15 Expansion of Luckett's Elementary School.
Loudoun needs to support its agri-tourism industry- the wineries, breweries, bed and breakfasts and maintain its open space.
I think it is important to have more diverse zoning and land-use options, giving landowners more freedom to creative new and innovative uses for their property.
I want to see increased density around commercial and retail centers to provide housing for those hundreds of residents expected to fill those jobs.
Please move Route 50 Improvements up on the priority list as growth is out pacing the transportation needs of our residents.
Emphasis on #1. As a Loudoun County Native-seeing people I've grown up with having to move elsewhere or live with their parents for years on end due to the ridiculous cost of living in Loudoun makes me extremely disappointed in the disregard of low-income citizens.
Make it easier to build affordable housing. County regulations are expensive! Also, a light at Tall Cedars & Riding Center.

Additional Chamber of Commerce Comments

Comments
Ensure we remain welcoming and friendly to agricultural based businesses in the RPA. These businesses are important to ensuring that agricultural land remains in agricultural use.
Loudoun needs to remain and expand as the #1 destination for both businesses and families.
We must invest in policies to attract and retain our workforce and to create economic opportunity for those who are underserved in our community. We must tie the policies of our public-school system to our economic growth.
Create tax district in the rural area to buy conservation easements. Make western Loudoun pay its fair share of social costs-affordable housing, etc. Eastern Loudoun should not bear burden for rich, exclusive, exclusionary, selfish and self-centered western residents.
By pass on 15N around Lockett's. Bridge to Maryland that focuses on environmental impact. 15 can be preserved but meet our needs-See the GW Parkway
My biggest concern for sustained business is more affordable housing
The county must consider schooling options for children with special needs (Voucher Programs!)
Education-The County must focus on STEAM for all levels of the community (Science Technology Engineering Arts Math)
Community- Integrated people from disparate backgrounds to foster positive and rewarding lifestyles.
Loudoun County; needs to do more to preserve parts of our history which are irreplaceable. Too many historic sites and structures have already been lost to developers. We don't need a generic looking county. Look ahead while respecting our history.
Accelerate roadway improvements-too much time spent in vehicle for short trips in county. Ridiculous to spend 40 min. in car for 12-mile drive. Gridlock kills.
As our population age, increase night time street lighting in new/developing neighborhoods would be beneficial. Increasing the font size on street signs to facilitate easier identification.
We need to prioritize workforce attraction through housing, transportation, and economic opportunities and the development education and training resources.
Loudoun must protect rural areas from development, protect the environment and encourage investment in renewable resources.
HW7 is also a major traffic problem, need to embrace the high-tech business opportunity- data centers, Google, Microsoft, tec.
Protect our rural economy, don't allow farms to go to current by-right development option
In additional to affordable housing, for me as a resident it is important to continue to have socio-economic diversity in elementary schools. Housing policy=school zoning.
Continue supporting entrepreneurship in the county, especially offering breaks to orgs who are filling empty rental space. Transportation for youth; extended bus service.
Make the Greenway cheaper by changing toll price based on distance/exit taken as opposed to one set fee regardless of exit!!
Embrace market rate-median cost single family or detached housing to meet workforce needs
Moving to Loudoun soon & looking forward to moving here. Keep roads up and well developed.

Additional Chamber of Commerce Comments

Comments
Desperately need easy commute from Loudoun County Parkway to 28 or 267, esp. from Brambletone area. Also. Please be mindful of global warming-too much concrete, too few trees.
I don't live in Loudoun Co. but work here. Traffic improvements would help me be more efficient & write more business
Lovettsville is a mess. Schools, Milltown through Waterford/ 9/287 overpass round about it not enough
Please focus on revitalization. Growth is very important but not if it leaves other "older" developments in a failing state ultimately hurting the immediate market conditions around it.
We need to continue to be smart about workforce housing. We must have a divers housing offering. We also must stay ahead on our roads because gridlock will hurt our economy, but an efficient road network will be a huge benefit to attract business.
I think that the development in the County should also take into account the green spaces & the need for them.
Workforce housing/development is critical. Very hard to attract talent from other areas due to cost.
Excellent priorities
#1 is needed to support all of the businesses/orgs that care for Loudoun citizens. Specifically public safety, EMS, hospitals need staff to be able to live and work in Loudoun. We are neighbors caring for neighbors
The improvements to Route 7 and roads in and around Ashburn have been life changing for travel to and from our hospital. I encourage the county to streamline improvements to our other roads in the County. Gridlock doesn't make a community happy.
I would like for larger lots to be zoned for housing in Loudoun. Allow businesses to grow in Loudoun County so people can work and live in Loudoun County.
Residents are housing-cost burdened. 55% of all Loudoun residents are making 50% or less of AMI. They can't afford to live and work here.
So long as more gov't isn't part of the solution and preferably less, I'm ok with it...
Flyover at the intersection of Battlefield and Rt 7 needs to happen faster
Oaklawn commercial development outlook for completion
continue to invest in restaurants, retail and nightlife
Protect the western agricultural land-continue to support the wineries, breweries & farms
Be mindful of the placement of data centers-keep neighborhoods, parks, green spaces, etc. protected.
The cost of the Greenway needs to be addressed. It would be better under VDOT ownership rather than private ownership. The cost is too high.
Preserve rural & historic Loudoun while encouraging economic development.
I do not agree 100% with everything above unless I am made fully aware of how we accomplish these four points.
I concur with all of the 4 initiatives above, especially number 3. The traffic on Route 15 North is creating a situation where the majority of people I meet will not even consider living anywhere North of Raspberry Falls.

Additional Chamber of Commerce Comments

Comments
Additionally, investment is the healthcare of Loudoun citizens
To expand on #2: Do not seek taxes and regulation in search of a problem. Embrace 21st century innovation that will help attract the next generation of residents and innovators.
Very interested in #1 with Apple and Amazon possible growth.
3rd river crossing
School construction needs to keep up with residential development.
Design land use policies to ensure that what makes Loudoun special is protected: rural area including rural roads, rural economy, (e.g. wineries, etc.) and historic cultural areas.
Better river access.
widening of Evergreen Mill Road
Stop tree excavation when developing new communities
Workforce development in the healthcare industry. We need housing that is affordable, so we can be neighbors taking care of neighbors.
Support/enticement for larger businesses to work with smaller businesses in Loudoun City. So, they hire local employees.
Fix Ryan Road between Northstar & Evergreen Mill.
Plan to preserve rural areas and support agriculture. That is what makes Loudoun special.
Need for Route 15 widening/Lucketts by-pass. If Maryland won't allow bridge, make them sit at Point of Rocks bridge.
Too many of my staff are hit with at double-whammy. They can't afford to live in Loudoun, but their commute is awful. It makes it difficult for us to recruit. I want them to be able to live nearby so they can benefit our county and spend more time with their families instead of cars.
Bike /pedestrian friendly and lit sidewalks.
More combination residential with commercial developments. E.g. Business on the first floor, home above
Please keep a sector of the County set aside for the equestrian a& farming communities. Slowly, a large contributor to Loudoun's economy is moving out of Loudoun.
Please make sure that the Comp Plan provides for enough additional housing units to support economic development to allow for a thriving diverse business/commercial tax base
Please resist the recommendation to expand density in rural Loudoun & the TPA. No new housing in rural Loudoun. We are an incredibly unique County because of the agricultural opportunities western Loudoun. Insist on strict, express & clear language in the Plan. Otherwise developers and attorneys can interpret the Plan to say anything they want. As an attorney, I know.
Business fleet vehicles use roadway to reach customers; congestion and poor traffic flow inhibit our ability to support customers and cause added expense for service and fuel cost.

Additional Chamber of Commerce Comments

Comments
As a business owner working in Loudoun, an analysis and upgrade of roads to reduce traffic of Route 7. It's a serious impediment to get resources in and diminishes foot traffic to Loudoun.
Loudoun is an important job destination for Northern Virginia and greater Washington. A comprehensive plan that supports and encourages a diversity of housing, open spaces and infrastructure is doable.
The Middleburg community should be included. We are a small community but one with a big impact. The Middleburg Community Center would like to offer the space for a meeting and assistance in marketing the program. We could forge a partnership with the Middleburg Business & Prof Assoc. (MBPA). lots of ideas. Be in touch- katr@middleburgcommuntiycenter.com (540) 687-6373
Need to keep open spaces.
Work 2 days a week in Leesburg, Need Route 15 and new Potomac crossing, keep bike lanes and cherish W&OD Trail
Maintain policies that allow Loudoun's rural econ. To grow. Our Zoning and land use are the model the entire Commonwealth should follow & we should resist burdensome regulations disguised as "public safety" & "health" measures.

3. Appendix: Total Round III Data

The following pages include all public comments submitted during the third round of public engagement. Note the *Source* determines where the comment originated. Most of comments were received through the online form. Numbers in this column indicate an IP Address or online delivery of the comment.

All General Plan Comments

Source	Chapter	Page	Topic	Comment
108.44.145.59	1. Introduction	1-1	Goals vs. Plan	When I read the introduction, I see a lot of "increase density" which to me does not support most of the goals - only economic development.
128.177.151.215	1. Introduction	1-25	rural protection	One key thing that makes Loudoun special is the rural western part of the county. The plan does not do enough to protect rural lands. We need to limit growth in the rural west more than is the case in the current draft plan. thanks
108.44.145.59	1. Introduction	1-1	The Process	This Envision Loudoun Process is a shame - a show put on by consultants that is designed to lull the population into thinking we have some input into the process. I have attended each of the rounds of input gathering and at everyone I hear the same comment from the people attending: we don't want more development, fix our roads and crowded schools. And yet the plan continues to promote growth. And the changes are not well spelled out. I have read the newspaper to find out that 15,000 housing units are to be added to our density. I don't believe the stakeholders are listening to the people. This is being driven by consultants with their own agendas, not the will of the people. I hope our elected leaders will see this and take corrective actions soon.
65.196.65.250	1. Introduction	1-2	Enhance quality of life	This plan negatively impacts the quality of life of existing residents as this plan does not go far enough to control growth. You are adding too many people, more traffic, additional strain on resources/utilities, etc. You have not listened to citizens in the Envision Loudoun workshops.
65.196.65.250	1. Introduction	1-8	Using the plan	This plan is too vague. It leaves the door open for developer's interpretation of your guidelines.
65.196.65.250	1. Introduction	General	General observations	This plan is too vague. It states, "While the Design Guidelines are not regulatory requirements, the County prefers that all future developments comply with these guidelines." This leave the door open for developer's interpretation of the guidelines. This plan doesn't control growth enough. Many of us have participated in the Envision Loudoun workshops but you have not listened to us about controlling growth and keeping the quality of life the same for existing residents. We don't have to become Fairfax County. This plan does not go far enough in protecting the environment. For example, the buffers by waterways is not large enough to support wildlife. This plan apparently steals 800 acres from the RPA and places it into the TPA. How many times is that going to happen to appease developers? Enough is enough already! It is time that you listen to residents instead of developers!
208.255.153.241	1. Introduction	1-2	Vision	Money is important, but the vision should be broader than "economic" and "fiscal" . the wording makes it sound as if sustainability refers to money matters, too. It's important for stakeholders to understand that

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Source	Chapter	Page	Topic	Comment
				are economy is intertwined with our environment- if we bulldoze and grade much of our land, remove trees and dump silt into our streams, our economy will suffer, too. Besides sustainability, our vision should include resiliency, both economic and environmental. Relying too heavily on 1 type of revenue does not make for a sustainable, resilient economy. Allowing buffers to be ignored, streams to be deforested and therefore degraded, and allow special exceptions with regard to tree canopy and plantings, does not make Loudoun resilient for future drought, flood and wind events.
73.171.107.2 23	1. Introduction	1-2	Goals	Definitely comprehensive; a lot for every interest, and that's a problem. Nothing regarding how the county plans to balance the various goals and policies. I sense the plan's many idealist vision goals aren't always purely complementary and trying to implement certain combinations would result in conflicts. For example, how would the plan reconcile the competing demands of development/growth and conservation/preservation/the environment, such as improving soil and water quality while promoting the growth that could threaten those efforts? Furthermore, the plan does not address relative priorities among policies. Will the county develop a hierarchy of policy goals to guide staff and decision-making? While the Board rightly will consider each situation on its merits, what is its overarching plan for prioritizing among development, open space in the Transition Policy Area, meeting and maintaining water and air quality standards, commitments to the Chesapeake Bay, Metro, and regional transportation groups, preserving historic sites, including bicycle and pedestrian facilities in highway projects, among others. (This becomes all the more important when filing in the Priority column in the Implementation Matrix, chapter 7, of the CP. Moreover, how are county residents to know the Board's sense of balance especially in the Transition Policy Area, without this information?)
76.100.158.2 36	1. Introduction	1 - 3	Rein in Growth	Loudoun has grown dramatically over the past 20 years. Rather than push for even more growth ("Be an Economic Force" says the plan), I think Loudoun should slow down and absorb all of the changes that have already happened, rather than racing ahead with more growth, more density, more industry, etc.
173.79.109.1 76	1. Introduction	1 - 2	Introduction	I have carefully read through this draft and concur with many of the visions and goals. A 20-year plan is absolutely essential, and it is regrettable that is at least 20 years late because much of the prior "planning" is very poor. We have to get things right or Loudoun County will be spoiled forever. A huge concern by many people is that this is just a plan and that politicians and developers will not follow it. Many recent newspaper articles reflect these concerns and somehow politicians, planners, and the public must act to ensure that long-range plans accepted are not modified to the detriment of good planning. Everything in this county cannot be about MONEY, business and profit. We should not have to accept that growth is inevitable, and we must live with it. Careful planning should allow for Loudoun Co. to be livable, sustainable, and still profitable for business.
173.79.109.1 76	1. Introduction	1 - 3	Introduction- What's new in	It was stated in the draft that the county has been successful in managing unprecedented growth and unfortunately, I believe many county residents do not agree. Historic sites and structures have been

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Source	Chapter	Page	Topic	Comment
			plan and natural and historic assets	lost over the years and unfortunately the vast majority of Loudoun County residents, politicians, and perhaps planners have a poor understanding of the history of the county and therefore do not appreciate what can easily be lost.
173.79.109.176	1. Introduction	1 - 9	Zoning	I could not determine from the draft if new zoning will be allowed to match the 20-year plan. It seems that that is essential, but I am unfamiliar with zoning laws. I believe zoning changes need to be made.
74.123.32.146	1. Introduction	1 - 1	General	As Chair Randall said, these are just words on paper. Lousy, devious words catering to developers. Scrap the entire thing and start over and it must reflect what CITIZENS want.
108.44.145.59	2. Land Use	2 - 1	Urban Areas	I can understand the need for Urban Areas around the metro stations, but why an Urban Area around Dulles Town Center? That area is already a high traffic area and this urban area would make it worse. I don't think this is needed or wise.
108.44.145.59	2. Land Use	2 - 1	Rural Area	No land should be removed from the rural area. There is no justification for this and it sets a bad precedent
64.79.53.57	2. Land Use	2-1	Housing	Dear Supervisors, please do not allow the General Plan as outlined. Please lower the amount of building allowed throughout the county and please do not allow new road building. The tax economics do not work. Repeatedly such plans have led to more of an infrastructure burden. please govern on behalf of the people who live in the county not the people who want to move here or build here.
71.62.184.39	2. Land Use	2-11	Sustainability	Growth & development needs to be slow and measured. Loudoun's biggest asset is its LACK of development. We must FIRST plan to protect our natural resources & environment, so that the county remains a desirable place to live and visit, not become the next Fairfax county. Natural areas must be protected in a connected network, in order for them to thrive and be sustained. They cannot be isolated patches of nature. Loudoun should be on the cutting edge of protecting native habitat and wildlife based on developing a connected network of protected & undeveloped areas along rivers and streams, etc. Once this has been defined, then the county can thoughtfully develop around this network.
73.152.0.246	2. Land Use	1-100	Development	I and many others in Loudoun want the development to stop. No more houses shopping malls strip mall gas stations mini markets restaurants etc. Just stop destroying the beautiful land we move here for to make millions of dollars for computer centers. Buy the toll road and stop destroying route 7. I doubt anyone will listen or care because you are all doing this for your own purposes.
208.255.153.241	2. Land Use	2 - 63	Residential	Loudoun is destined to exacerbate its housing affordability crisis by refusing to allow more residential development within the Transition Policy Area, which can be accomplished without worsening congestion if located near major transportation routes.

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Source	Chapter	Page	Topic	Comment
64.202.127.1 39	2. Land Use	2 - 27	Rural Economy	Success and the quality of life in western Loudoun is not based on doubling the rural economy. Much of "rural economic development" distracts from the rural environment. This has to be treated very carefully. The "new" rural economy (tourism, wine tasting rooms, breweries) highly benefits from the rural landscape which they do not contribute to. It's the cattle pastures, hay fields, horse pastures that make it happen.
64.202.127.1 39	2. Land Use	2 - 79	Future of Rural Strategy	The current growth management plan has been far from "successful". It must be strengthened to stem the excessive development of the past 15 years and unprecedented loss of agricultural acreage.
64.202.127.1 39	2. Land Use	3 - 79	Future of Rural Economy	I would not call attracting businesses, visitors, and residents to the RPA anything to celebrate. We should be interested in preserving rural Loudoun for the residents of Loudoun and at the same time welcoming our visitors. As for the existing tourist and equine visitors...if we "preserve" it they will come.
64.202.127.1 39	2. Land Use	2-79,80	Rural Residential	The draft plan continues the cluster residential development. When approving such clusters and associated open space, overall residential density must not include acreage within the defined area which is otherwise undevelopable. For example, ponds, lakes, swamps, flood plains and steep slopes which could not otherwise host residential structures by themselves. These features a part of the natural beauty of western Loudoun and must be preserved outside of "allowed" densities.
108.44.176.2 54	2. Land Use	2 - 41	housing growth in RPA	<p>This draft plan contains some very useful and important elements concerning the RPA. Among those helpful words are the draft's recognition of the economic, environmental and social values of Loudoun's RPA. It helpfully endorses County pursuit of conservation easements, PDRs and TDRs. These points offer important opportunities for future policy changes.</p> <p>But while the draft endorses the existing policy of protecting rural Loudoun and the RPA, it fails to understand that current policies -- business as usual -- have resulted in significant loss of RPA farmland, increase in housing density, increased traffic and costs to the County for schools and public services.</p> <p>In forecasting, and approving 7,500 new houses in the RPA it fails to note that most of these will be in the AR-1 zoned-district where the County has no plans or money for the new infrastructure: no new roads, no new schools.</p> <p>The draft should analyze the effects of these new houses on farms, tourism, traffic congestion, school crowding, and costs to the County. Absent this analysis the draft fails to provide the information our BOS needs for future RPA policies.</p>
99.203.17.12 9	2. Land Use	2 - 51	Parks and recreations, green areas	I have seen the fast reduction on our green lands. It is a concern from many families in the Loudoun community the disappearing of green areas (our lungs, our beauty) which attracted many of us to move to Loudoun. It is an example that it wasn't respect the reserve around Goose Creek. My family and many have been talking about it. We don't

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				<p>want to lose the green areas and the possibility of having "natural parks", the areas near the Potomac River and creeks around need to be respected.</p> <p>I moved here for the beauty of the place, not for the excessive constructions that will bring pollution, climate change, traffic congestion and will kill many animals and plants.</p> <p>Ashburn, Leesburg and Lansdowne are not the same anymore.</p> <p>PLEASE, KEEP LOUDOUN GREEN.</p>
174.204.21.0	2. Land Use	2 - 68	Support for draft plan's change of Red Hill Road neighborhood to Transition Policy and increased density	<p>We are glad to see that the draft plan has moved the Transition Policy boundary to encompass the current Rural Policy eastern peninsula that includes the Red Hill Road neighborhood (adjacent to Evergreen Mills Road) in which we live. We are also glad to see that the draft plan has increased residential density in this area.</p> <p>We feel these changes are appropriate in our neighborhood for several reasons: we are surrounded by central water, sewer, and natural gas; the new water tower is now part of our view shed and its site includes a location for a second water tower; there are already homeowners in our neighborhood enjoying greater density with eleven existing 1 to 1.2 acre residential lots that were created without any open space set-aside; and we are bordered to the northwest by Greene Mill Preserve which has greater density.</p> <p>Given these considerations, we feel that the proposed changes for our neighborhood would not represent a westward march of the Transition Policy area but rather an infill to make it consistent with our surroundings.</p>
73.152.9.221	2. Land Use	2 -25	UPA	<p>I understand the concept of an Urban Policy Area is new to the County Comprehensive Plan. From an "optics" perspective I think the bumper-sticker of "Urban Policy Area" appears to be tone-deaf in light of the feedback received during the first and second rounds of community outreach. It opens the door to future "urbanization," fails to account for all the benefits and costs of growth and is a loaded category tag. A softer characterization may in fact be something along the lines of "Civic Policy Area." Moreover, and regardless of what we call the policy area, "higher density and intensity" are poor descriptors and should come with greater fidelity and specificity in terms of how much "higher density" and exactly what kind of "intensity."</p>
73.216.37.17 2	2. Land Use	General	Changing Rural to TPA	<p>The League of Women Voters does not want to see the two Rural areas taken out of Rural and put into the TPA to permit light industrial or commercial development.</p>
208.255.153. 178	2. Land Use	2 - 51	Suburban Policy Area	<p>I've lived in Ashburn my entire life (I was born in 1998). Ashburn Road used to boast beautiful Victorian houses, but in 2006 or 2007, office buildings replaced these houses. These office buildings still remain half empty. I wish that the plan included protections for Old Ashburn to prevent the historic homes along Ashburn Road, Jenkins Lane, Partlow Road, etc. from being demolished. The new townhomes being</p>

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				constructed near the fire station are absolutely unacceptable. Old Ashburn needs to be treated the same as the Leesburg historic district.
108.45.152.1 69	2. Land Use	2-1,2	Economic Force / Enhance Quality of Life	<p>This relates to several issues along Route 50 and in the suburban employment section (south side of 50). The old zoning and access for commercial on 50 with parcels that have access points, was that once Tall Cedars access is opened then Route 50 is closed off. I feel that the proximity to a large residential area south of 50 and the commercial property that would be allowed to support / compliment quality of life for neighbors would be to allow access points on both 50 and Tall Cedars. First, the commercial businesses must be placed in locations to succeed, with visibility as well as accessibility. Second, is quality of life for the residents. The expectations that the businesses will very likely have delivery/maintenance equipment routinely making stops and possibly at late or early hours, should be allowed to exit or enter from Route 50, away from homes. This would add to quality of life, and value to the business owner / parcel owner. Provide incentives for parcel owners to consolidate driveways / access off of 50 as soon as possible. This would improve some safety aspects that are outlined in the 50-safety study as well as improving the ability for businesses to serve the community and thrive.</p> <p>Flexibility is expressed throughout the plan, which I believe is so needed but I can't seem to find the definition concerning the predominant use of the land vs the secondary use and what that would entail. I would hope that it would allow similar low fees to apply for the secondary uses with guidance on design etc. I feel that the plan should define these listed options more prominently. I apologize if I missed the definition.</p> <p>So, summary is targeted for suburban employment section and allowing access from both 50 and Tall cedars to enhance success for businesses but as well to improve quality of life with delivery and machinery visits from the 50 side. It would also allow residents access points for use if designed right and was safe. Allowing points of evacuation is never a bad thing or even an added access point for emergency / first responders. Very important. Incentives for parcel owners to consolidate driveway access off of 50 with short turn lanes. This improves 50 and helps businesses with potentially minimal costs. VDOT and County should partner in some way to move that forward.</p> <p>Lastly, thank you to everyone who has and is putting in the time to put this together, reviewing these comments and finally improving the comprehensive plan.</p>
96.85.47.113	2. Land Use	General	Architectural Review	The specificity being written in this area is concerning to me. Architectural guidelines as listed in the plan will restrict and not encourage innovation. Long term architectural guidelines will go out of date as style and tastes of residents and consumers change. Giving retail designers and developers from organizations like Peterson, Miller & Smith, and Comstock a greater say in influencing those guidelines will bring greater innovation and influences from around the country (and world) as these companies rely on relevant and cutting-edge design in their urban landscapes.
173.153.3.12	2. Land Use	2 - 14	Transition Area	Very disappointed. We live in Eastern Loudoun County and have been involved in all the Envision Loudoun meetings. The consensus of those

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Source	Chapter	Page	Topic	Comment
				<p>round table meetings with stake holders was to possibly shift the transition line west and increase the density in eastern Loudoun County. After all, the population of the county is increasing, and I do not think we want to force them to leave the county due to lack of affordable housing.</p> <p>Western Loudoun County should keep its rural zoning as it seemed the majority of Loudouners wish that.</p> <p>In yesterday's meeting, we were surprised that nothing was changed in the transition area. It seemed that all the input as to the transition area was disregarded for whatever reason unknown to us. Yesterday, the County representatives on the floor told us the decision came from the Loudoun Board of Supervisors who indicated to the stakeholders they did not want any change to the transition area to be considered.</p> <p>Please let us know who we can meet with to receive better answers to our concerns. We are very disappointed as longtime members of the community to not have our input addressed.</p>
69.25.36.21	2. Land Use	2 - 18	revitalization	the plan needs to provide more specifics on the revitalization needs and policies to support suburban conversion of site/parcel specific needs to foster a "downtown" sterling in the area occupied by Sterling Park shopping center, Sterling Middle and Sterling Park golf course. This area should be specifically targeted as "urban" area with a revitalization focused around a County initiated ARTS district and mixed uses with high-quality architectural design standards.
69.25.36.21	2. Land Use	2 - 25	UPA	The text of the UPA discussion is focused on new development areas (Loudoun Gateway) and should rather be focused on existing developed areas in need of revitalization such as Sterling Park. UPA is focused on Metrorail station areas but should also focus on bus-transit areas such as Sterling Park.
69.25.36.21	2. Land Use	2 - 1	General Plan	Thanks for making Loudoun County a high desirable place to live.
69.25.36.21	2. Land Use	2 - 15	need for large arena or gathering space	The County needs to encourage development of a large, enclosed arena or other sports, entertainment venue that could support High School graduation events, concerts, expos, conventions, and other public events. The County High Schools lack a space to hold indoor graduations. The County lacks a major concert and entertainment venue. Consider collaboration with NVCC-Sterling or other space that could be used as a joint purpose facility.
108.18.28.18 3	2. Land Use	2 - 61	Transition area	Keep the transition zone as is with single family homes only. It is ridiculous that you are following studies that were funded by the developers to try to jam more housing in.
71.171.97.13 6	2. Land Use	2 - 23	Sustainability	<p>Sustainability is not clearly defined. A Sustainability Action Plan must be included in the 2040 General Plan. Other jurisdictions in VA include chapters on sustainability.</p> <p>Arlington County: http://cligs.vt.edu/wp-content/uploads/2013/06/Arlington-CEP-Review.pdf</p>

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				<p>Chesterfield County, VA: https://www.southernenvironment.org/uploads/publications/Sustainable_Richmond_042010_Final.pdf</p> <p>City of VA Beach: https://www.vbgov.com/government/departments/planning/2016ComprehensivePlan/Documents/Section%202.2_%20Environmental%20Stewardship_Final_5.17.16.pdf</p> <p>Additional documents should be included: * County Energy Strategy 2009 & updates; * Multi-Sector Working Group: Greenhouse Gas Emission Reducing Strategies. The Multi-Sector Working Group proposed a set of greenhouse gas emission reducing strategies in the Energy, Built Environment, Land Use, and Transportation sectors for the metropolitan Washington region. https://www.mwcog.org/documents/2017/01/18/multi-sector-working-group-greenhouse-gas-emission-reducing-strategies-air-quality-climate-mitigation-greenhouse-gas-multi-sector-working-group/; * Regional Climate and Energy Action Plan, 2017-2020. .https://www.mwcog.org/documents/2017/03/23/regional-climate-and-energy-action-plan-climate--energy-climate-change-energy/;</p>
173.66.23.74	2. Land Use	2 - 68	Transition Policy area	Many if not most moved (farther away from their work places increasing their normal commute) to Willowsford neighborhood because of the openness and less density that come with TPA zoning. This transition policy area must be maintained. It would be detrimental to Loudoun County.
73.40.32.3	2. Land Use	2 - 75-91	Rural Policy Area	Applaud vision for RPAs and hope that staff and resources will be provided to carry out the goals and strategies defined. As Waterford resident, would welcome County development of Village Plan to address traffic and water issues that threaten historic preservation. Also, concern for bicyclists using two-lane rural roads with no shoulder. Very dangerous.
107.77.203.169	2. Land Use	2 - 1	Number of permitted new houses	I applaud the goals and strategies defined in the Plan but am truly concerned that with the 30,000 houses in the pipeline and 20000 new ones allowed by the plan for prospective 200,000 new residents (50000 x 4) adequate resources and plans for new schools, roads, public transportation, and public safety have not been addressed and will put severe stresses on people and finances.
96.241.127.193	2. Land Use	2 - 64	Policies, Strategies and Actions	The newly added idea of "Modify the Rural and Countryside Village Zoning District standards to accommodate Mixed-use Commercial Centers and the Transition Village development option to expand housing diversity and improve commercial viability" is not a what we want to see in the Transition zone (Braddock Rd west of Northstar). We moved to the Transition zone to get away from that kind of development in Fairfax Co.
96.241.127.193	2. Land Use	2 - 66	Design guidelines	All homes in the Transition zone should be single family with a minimum lot size to avoid high-density and conform to the current Transition zone policy

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173.72.185.96	2. Land Use	2-78	RPA	Western Loudoun and its rural economy are what make the County as a whole so unique and desirable. The County should make a firm commitment to fund and support efforts to protect land in the RPA, in particular the Rural North, by aggressively funding and utilizing Purchase of Development Rights and encouraging other tools such as conservation easements. Also, please do not convert the 800+ acres identified for conversion from the RPA to TPA. Thank you for all your hard work on this project.
173.79.109.176	2. Land Use	2 - 5	BOS loan	Drop in the bucket. Is this to pacify someone or what.
173.79.109.176	2. Land Use	2 - 5	Place types	I am not a planner, but this explanation is very confusing. Will general public, BOS, etc really understand the distinction? What counts in the end, zoning or place types?
173.66.36.89	2. Land Use	2 - 19	Zoning Ordinance	Why change the zoning to match the plan? This takes away leverage from the County as developers submit their plans. We should leave current zoning in place, and make the developers meet the plan; otherwise the new zoning will become the starting point for developers to request further changes.
173.79.109.176	2. Land Use	2 - 51	Map	Appears very little parks and recs. I realize that currently the various subdivisions provide some of these activities, pools, paths, etc., as they age, and maintenance costs increase, they will deteriorate rapidly and easily become run down areas. More formal facilities, like Claude Moore, Ida Lee etc., should be included in the plan.
173.79.109.176	2. Land Use	2 - 55	Suburban Light Industry	Careful consideration should be made as to the amount set aside for what I refer to industrial parks/business centers. Much of those located around the Dulles Town Center leading to the Cascade Parkway and around Ridge Top Circle have numerous for lease signs which appear to have been vacate for several years. I would encourage care on the amount of this type of land usage based on current availability.
173.79.109.176	2. Land Use	2 - 89	Historic districts	How does the plan address what is currently going on in the Aldie community concerning the need for a new fire station? If care is not used a new fire station the historical character of Aldie will be ruined by the size and location of the fire station. I suspect the fire station could place further east on 50 to support the needs of the growing community in that area verses the needs of the small Aldie community. At one meeting I heard the concern that if a new station is not built, it will be difficult to recruit new volunteers. If that is true, that is NOT a good reason to potentially destroy the historic setting of Aldie.
75.75.36.146	2. Land Use	2 - 68	Transition Policy Area Map	I support the details on this map and I support moving the area from Heritage High School to Red Cedar to the Transition Policy Map. This area is no longer rural and has development (Walmart, Red Cedar and Sportsplex) surrounding it. This area should be moved to the Transition Policy area.
76.100.158.236	2. Land Use	2 - 16	Support development at Metro stations	The County has made a significant investment in the two new metro stations. We need to focus on high-density urban walkable development, focusing on growth within a ½ mile of the metro

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				stations. We'll make it a lot harder for these areas to reach their potential if we allow high density development beyond a ½ mile, as the draft plan currently does.
166.137.240.58	2. Land Use	2 - 68	Transition Area Map	I am glad to see the Envision Loudoun committee listened to citizen comments and have put Area P in the transition area. This area is no longer rural and is the next logical area to be developed.
70.174.179.241	2. Land Use	2 - 68	Area P into the Transition Policy Area	Our elected Loudoun County officials have an obligation to do what's right for the future of our county. This is right!
173.79.109.176	2. Land Use	2 - 17	Infill & redevelopment	Quality infill and redevelopment will lessen the need to move into the transition area which should be protected. It will also allow for people to get to D.C. or Fairfax County easily without commuting through Loudoun County adding to more congestion on our roads. The key is affordable and attractive housing with amenities that are within walking distance.
70.174.179.241	2. Land Use	2 - 68	Area P into the Transition Policy Area	Wow! a plan that works.... I'm sure there's opposition, but, it's the right path for the future needs of the county.
173.79.109.176	2. Land Use	2 - 26	Urban design characteristics	Excellent! I am hoping to see something like the Mosaic area in Fairfax County at the area around the metro. Developers must be required to build quality structures that are aesthetically pleasing and that meet the needs of the community. All development should be carefully thought out and be quality development that will not become dated. Loudoun land is in short supply and needs to be carefully used.
173.79.109.176	2. Land Use	2 - 61	Transition Policy Area	From the draft, it appears that plans are to heavily develop the transition area. I feel that residential and industrial development should be kept to a bare minimum in the transition area forcing development into the Eastern part of the county through infill and redevelopment of property. We need to realize that we cannot accommodate everyone who wants to move to Loudoun County or allow every business or industrial development. Efforts should be made to figure out what funding is needed to sustain our present population rather than attempting to continue to continually grow.
173.79.109.176	2. Land Use	2 - 92	Towns & JLMAS	From the draft, it appears that towns and JLMAS are doing a good job in containing growth. Care needs to be taken to see that situations do not occur as happened at Raspberry Falls near Leesburg where land was developed without an adequate safe water supply.
173.79.109.176	2. Land Use	2 - 10	Quality development	Care needs to be taken to ensure that future land use is clearly identified so that the general public can understand what will be built around their housing developments. At one of the Envision meetings, a young woman expressed her dismay to find that a data center had been built near her apartment or condo and she was dealing with the red clay dust. lack of vegetation and wildlife she anticipated and was certain her property value was far less. I am not sure if this is a zoning issue, a land use issue, or just what, but it needs to be corrected immediately. The county needs to advertise where to go to check before purchases and

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				insure that the public is well informed of plans and any changes to those plans.
192.168.1.50	2. Land Use	2 - 2	architectural standards	Allowing the County to impose architectural standards is a very slippery slope. Some minimum standards might be acceptable, but beauty is in the eye of the beholder. The market should determine what homeowners, shoppers, and commercial tenants want in the way of architecture, not county staff or planning commission. Over regulating design will impede growth in our county and everything will start to become homogeneous if everyone is designing to the same standard. Other counties that have tried this have either failed or they have restricted growth from what could have been. Please be very careful in imposing design standards on our County.
173.79.109.1 76	2. Land Use	2 - 18	Challenges	The challenges stated are real, but I am confident that they can be met if everyone (Loudoun County politicians and planners) stick to the plan and refuse to allow shortcuts or changes.
173.79.109.1 76	2. Land Use	2 - 21	Redevelopment- Actions	Concerning displacement of people creating more homeless individuals and families- the plan states replace, at minimum, market-provided affordable units lost. No! No! No! You need to come up with a fair percentage to require- definitely not the minimum- and REQUIRE the builder to put in that number of units before being allowed to build anything. It is already recognized that many groups in our community (teachers, firefighters, nurses, etc.) are unable to afford housing in Loudoun County. This is a detriment to the county leading to lots of commuters because they can earn more money at jobs here but have to drive long distances. Infill and redevelopment is the perfect chance to solve a huge portion of this problem and every effort must be made to do so!
173.79.109.1 76	2. Land Use	2 - 21	Redevelopment	Redevelopment is the most important part of the plan in my opinion. It is our best chance to make the most of land already developed while saving that not developed. We are already seeing problems with areas recently developed- Lansdowne shopping/restaurant area- in that many of the businesses are not sustainable. There is a limit to the number of businesses the public can support, and already may areas have vacant shops, offices, etc. We need to utilize what is here before adding additional things.
71.171.108.1 27	2. Land Use	2 - 63	Transition Policy Area	The transition area should not lose acreage, nor should the uses permitted be over-elastic. If the past tells us anything, land speculators and developers will use vague phrasing to their advantage in court and on the ground.
71.171.108.1 27	2. Land Use	2 - 75	Rural Policy Area	We should not, under any circumstances, move Rural Policy Area lands to the Transition Policy Area. Also, packing more density around existing "villages" (beyond the current robust pipeline) is not something I would support. Additionally, there seems to be an inclination to revisit the failed policies of the 1991 Comprehensive Plan and its notion of "new villages." The language is different but, the likely end-result seems to be the same. This is how we ended up with the intrusive and out-of-place developments of Courtland and Elysian.

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71.171.108.1 27	2. Land Use	2 - 61	Transition Policy Area	It seems the authors are parsing the TPA into different parts, with varied types of development, to increase the overall yield. On their face, things like Data Centers don't seem consistent with the notion of transition (and I'm in IT sector). If we are to allow more of them, they should be very special exceptions indeed. By that I mean uniquely well designed to conform to and minimize the impact on the environment. For instance, one test I would apply is the fly-over test. If you can see a massive flat roof from the air, then it's not a transition to rural but a transition to Costco.
64.79.56.153	2. Land Use	2 - 22	Quality Development	Use the Leadership in Energy and Environmental Design (LEED) Neighborhood Development V4 rating system as the main score for quality development. Require a sufficiently challenging base score from which density is proportionally increased with higher scores, or proportionally decreased with lower scores.
64.79.56.153	2. Land Use	2 - 37	Add "cycling" to "pedestrian" in Urban zones	General comment throughout: Add "cycling" to "pedestrian" mentions to ensure cycling is supported not just between communities, but within as well.
64.79.50.138	2. Land Use	2 - 78	RPA	<p>1. More emphasis on threat to Loudoun's rural identity coming from the "by-right" over 11,000 housing primarily in Northern rural under the current plan. This is a watershed moment where Loudoun must provide leadership and support to increase iconic working farms in conservation easements.</p> <p>2. Having a pipeline of skilled & unskilled agricultural workers is critical to our ag and agritourism industries. There needs to be an active partnership between rural business communities and Loudoun's Vocational training programs. Marketing of ag career paths thru every possible channel- career days, FFA, 4H, intern programs etc.</p>
64.79.56.153	2. Land Use	2 - 73,77	Number of residential units and densities	Keep the residential and commercial densities and total number of potential residential units the same as the existing Comprehensive plan. Require all new development to be clustered.
64.79.56.153	2. Land Use	General	Rural Policy Area	Keep the existing Comprehensive Plan text for Rural Policy area, with no new rural villages and no expansion of JMLAs. Adjust the residential densities in the South Rural and Rural North as this draft recommends.
64.79.56.153	2. Land Use	2 - 37	Add "cycling" to "pedestrian" in Urban zones	General comment throughout: Add "cycling" to "pedestrian" mentions to ensure cycling is supported not just between communities, but within as well.
64.79.56.153	2. Land Use	General	Number of residential units and densities	Keep the residential and commercial densities and total number of potential residential units the same as the existing Comprehensive plan. Require all new development to be clustered.
208.89.179.3 4	3. Green Infrastructure	3 - 4	Stream Health	The overly condensed summary grossly underrepresents the whole TMDL concept. TMDL Action Plans are only for eastern Loudoun where there is the MS4 permit. In the west there are TMDL Implementation Plans and programs to perform the TMDL IP's. There should be a listed of these TMDL reports, TMDL Implementation Plans, project summaries where TMDL Implementation Plans are actually funded and where the

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				TMDL Action Plans are defined. Is there actually any funding to do things in the TMDL Action Plans? If so, please mention.
208.89.179.34	3. Green Infrastructure	3 - 15	Scenic Creek Valley Buffer	The County needs to overhaul the basis used to implement the Scenic Creek Valley Buffer Ordinance. Loudoun County ZO is the only entity in the world which uses their own and undefined "scar line" to establish the edge, has not in 3 decades created a map of the scar line and allows developers to define their own scar line.
38.111.137.131	3. Green Infrastructure	3 - 23	Preserving and protecting our Green Space - Forests, Tress and Vegetation	<p>My name is XX, live in Leesburg, and a very active member of the Loudoun Wildlife Conservancy organization. My feedback on the entire Chapter 3 is there is not enough effort written about conservation of our green space. It seems to be just an extension of our current Plan and it's not proving to be enough. Developers will always come along with boatloads of money to eventually eat up and develop all our Green space.</p> <p>Specifically, we are losing all our local horse farms. Across from the Loudoun Co High School, the horse farm land is going to be developed with housing. I know we can't stop the family owned land from being sold but we have to do more for future land development. There has to be funds set aside to purchase land to protect our green space from development. We don't have the infrastructure to support more housing.</p> <p>Even if there could be a project to collect funds, from the public to conserve the land would be okay. That's my feedback to have more aggressive conservation efforts with greater details on plans and objectives. Thank you for the opportunity to provide feedback.</p>
73.216.37.172	3. Green Infrastructure	3 - 30	Water Resources	The League of Women Voters is very concerned that there be sufficient supply of clean drinking water and that all streams and waterways be free of pollution (watershed management). We are also concerned that the impervious surfaces will grow tremendously with suburban spread affecting our ability to manage stormwater and to have the land mass to serve as a filter for our streams and waterways.
208.255.153.178	3. Green Infrastructure	3 - 6	Mountainside and steep slopes	revisions have been made to steep slope standards, resulting in greater flexibility...should there be flexibility? Western Loudoun has mountain slopes that are denuded and degraded. Should be protected
208.255.153.178	3. Green Infrastructure	3 - 12	Influences and Opportunities	The County should not only consider a sustainability plan, they should DO it. Environmental sustainability is intertwined with economic and public health sustainability.
71.171.97.136	3. Green Infrastructure	3 - 116	Introduction	Need to make sure that updating the zoning regulations & development standards account for more frequent severe weather events.
108.31.221.229	3. Green Infrastructure	3 - 5	COMMUNITY GARDEN	After living in Colorado, I have understood the importance of community gardens, where residents are responsible for sustainable living. http://www.growinggardens.org/the-community-garden-program

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173.79.109.1 76	3. Green Infrastructure	3 - 2	Vision	Vision is clearly stated but has recently been violated by the placement of a Data Center on Goose creek despite public outrage. Such actions- not by the planning commission I should note- make the public very skeptical of any plans proposed and create antagonism making it difficult to explain to the public how the plan can protect our lifestyle and enhance it. At a recent Envision Loudoun meeting the group I sat with was enraged by the loss of trees, habitat for wild life, and disregard for scenic views. Green infrastructure is what brought most of us to Loudoun and what we value most.
208.255.153. 191	3. Green Infrastructure	3 - 20	transition area	Do NOT convert rural land into transition land, and do NOT increase development in the transition area. People value Loudoun for its rural land and development is destroying the very base of why people want to come here and live.
71.171.108.1 27	3. Green Infrastructure	3 - 2	Easements	Willowsford is but one example of a zoning problem waiting to happen. Buyers are purchasing on the belief that the open space is protect in perpetuity and they are sadly mistaken. We should, as a matter of course, require any developer who is promoting open space to place a conservation easement on that land and have it held by a recognized third-party such as VOF or the Land Trust of Virginia. Not only will this force them to live up to their commitments, but it will also preclude them from later lobbying or suing for rezoning of the open space.
75.150.63.41	4. Housing	4-4	Transition area	Need to open up the transition area for more housing
75.150.63.41	4. Housing	4-4	Affordable housing	Need to provide more affordable housing in the County for young families. Expand the ADU program. It is almost impossible for a young family to buy a house in Loudoun County.
108.44.145.5 9	4. Housing	4-1	Affordable Housing	We will never have enough affordable housing. Does Fairfax or Arlington or Montgomery or any other high cost of living county in US? No and they never will. If employers are concerned to attract employees, let them pay them a living wage so they can live here We can't solve this problem with more subsidized housing units.
71.171.90.3	4. Housing	2 - 42	Transition Area Housing	Too much allowed Housing. We need to slow development, and not create so much dispersed housing. Close In developments to Metro stations are fine, but no more housing in Transition Area and stop by right development in Rural Areas.
96.231.209.2 54	4. Housing	1-1	housing	You can't have affordable housing with the county takes away land to build that's why people half to go further WEST
208.255.153. 241	4. Housing	5-6	Demand for single family	Envision Loudoun must not ignore the reality that the Loudoun housing product type in greatest demand remains single family detached. Better polices and zoning is needed to encourage smaller house and lot sizes that are available near the average market rate home in Loudoun.
208.255.153. 241	4. Housing	4-5	affordable housing	does our plan address keeping recent college grads through age 30 in LOUDOUN BY HAVING AFFORDABLE HOUSING OPTIONS?
177.237.60.1 78	4. Housing	4-15	Housing	Stop building g houses. Schools and roads already overcrowded

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38.111.137.1 31	4. Housing	4 - 6	Workforce Housing	More needs to be done to create more market rate or below market rate housing suitable for public employees, nonprofit and retail workers and recent college graduates.
69.25.36.21	4. Housing	4 - 4	Housing and Increased Density	I am concerned that the plan as it relates to housing does not provide for enough additional housing units to meet the future demands and the impact to affordable housing. The plan should allow for greater densities in appropriate areas urban/suburban areas. We are facing a shortage of potential new residential units without additional density, shortages will be a certainty adding to more affordability issues. All of which will make it difficult to attract and maintain businesses, which as you know are important to the tax base.
96.231.204.2 33	4. Housing	4 - 64	TPA	Those of us that live in the TPA moved here because it allowed us to live in an area that has open space. The projected numbers of additional people and cars do not maintain that open space. We do NOT WISH to see this additional density to this area.
69.25.36.20	4. Housing	4 - 5,6	Affordable housing	The strategies outlined to ensure housing is affordable and safe specifically for special populations and those 50% and below AMI are a great start. I am extremely interested in timelines and implementation of this. Would like to see some more details in the plan.
108.18.99.31	4. Housing	4 - 40	population density	The plan appears to be aimed at increasing the population density in Eastern Loudoun, particularly the Sterling Park area. There are a couple green areas adjacent to Potomac View Road that developers are ready to fill with high density housing. One developer, Pulte Homes Montebello Farm, has applied for a zoning change from R1 to R16. There is very little R1 zoned property near Sterling Park so if we are to have a diversity of housing choices near Sterling Park, it should remain R1. One of the actions under Housing is to "Ensure affordable units are provided in residential developments that contain 20 or more dwelling units and have a density that exceeds one dwelling unit per acre. "
184.20.158.2 01	4. Housing	4 - 1	Development	I think this plan stinks! Both parts of it. Your on-line presentation is costly and clearly meant to be persuasive in your direction. Which is to say, to line the pockets of the developers and their cronies in our county government and your organization. You are attempting to persuade to "fix" something that doesn't need fixing...to deprive us and our successors of the beautiful land we have now.....all to benefit greed and betray the trust of those who believed the original plan as acceptable.
71.178.180.6 6	4. Housing	4 - 1	Housing	The updated Comp plan is primarily adding units (condos and mid-rise units) near Metro stations only. There are very few areas where Single Family Detached or Single Family Attached products are encouraged. You care about housing affordability; but restricting the number of future homes while driving prices up in the short term and could ultimately bring prices down as business move out due to lack of affordability and low housing inventory for their employees. Residents want an option for their children to be able to live in the county as adults, affordable housing choices need to be available in the future. Loosening the restrictions in portions of the Transitional Area would and allow the county to collect proffers from developers in lieu of

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				<p>continuing to encourage sprawl and traffic as properties are developed by -right without any benefits to the county. Employers such as Amazon will want to see and be confident that an adequate supply affordable and housing types are available before they would consider making Loudoun their home.</p> <p>A recent Loudoun County Housing Needs Assessment prepared by GMU identified the following issues:</p> <ul style="list-style-type: none"> o Businesses could see a lack of sufficient housing options as a negative when making decisions about locating or expanding in Loudoun County. o Between 2015 and 2040, the GMU forecasts suggest a need for 66,604 net new housing units to accommodate household growth, the draft Plan does not account for this necessary housing growth. o There is a potential unmet need for 10,000 homes with rents affordable to households with incomes below 80% of area median income (AMI), or \$86,900 for a family of 4.
173.79.109.176	4. Housing	4 - 4	Limited supply-	The plan states that much of the land is either developed or approved for development, including the transitional area. This is a clear statement that NO MORE DEVELOPMENT FOR RESIDENCES SHOULD BE APPROVED except in areas for redevelopment and infill.
108.48.41.121	4. Housing	4 - 16,34	Housing, land Use & Management	Crime, Homelessness and other "Urban" problems are following the masses where we lead. You will change this once crime free and scene county to the same mess happening in Southern MD if you do not watch what you are attracting for the sake of making money. You are bringing people out who cannot afford life here. I can barely afford it, and dangling affluence in their faces and they are breaking into homes, robbing and committing crimes. Schools are going downhill and you are creating a sprawling Urban mess. Quality not Quantity, PLEASE, do we need another strip mall, NO! No one uses brick and mortar stores anyhow. Fix what we have and slow the growth. You are reaping what you sow. And good people will be out of here!
108.44.145.59	5. Economic Development	5-1	Need for more housing units.	In the plan it seems that the need for more housing units is justified based on economic development. I don't believe housing units are the primary driver for economic development in Loudoun Many other factors (proximity to the federal gov't, internet access, high average income) are much more important. I believe if not one more his was built here, the economy would continue to grow unabated.
208.255.153.178	5. Economic Development	5 - 6	Digitization	Data Centers detract from a livable Loudoun County. Not only are they environmental nightmare and eyesores, they also do not add jobs to the county. While they supposedly bring high revenue to the county, this revenue has not increased the quality of life for the residents of Loudoun County. The approval of Data Centers along the Goose Creek corridor is reprehensible. All this scream is that Loudoun County will do anything for a dollar.
69.25.36.21	5. Economic Development	5 - 7	Tourism	Add businesses other than restaurants in Sterling. There is little to do. Some ideas are skate parks, comedy club (IMPROV), Rock Climbing, etc.
70.106.229.25	5. Economic Development	5 - 12	building	STOP developing Ashburn! STOP cutting down every little grove of trees and building new shopping centers. STOP uglifying Ashburn with more data centers. LET local artists paint the ugly data centers that we already

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				have with beautiful artwork and make the stupid data companies pay for it. STOP developing Ashburn into hell. This is no longer a beautiful place to live!
192.168.1.50	5. Economic Development	General	Weight of Economic Development	Loudoun's future is dependent on Economic Development. Economic Development provides jobs, but more importantly, it's our tax base which will determine if we can sustain our community. Our tax base pays for our roads, our infrastructure, our govt services, and our schools. As such, Economic Development should be given greater importance than the current draft plan provides. It's not just another consideration. It should have higher priority than some other considerations. Without Economic Development, our County won't have the means to achieve any of its other objectives. As a business leader in our community, I respectfully request that Economic Development be made a much higher priority in future land use decisions.
192.168.1.50	5. Economic Development	General	Economic Development	Economic Development is extremely important to our County. If we don't prioritize economic development more in this plan, we will find ourselves with increases taxes and/or decreased county services (schools, roads, etc.) because we won't have the tax base to pay for them. That is not the Loudoun County that we all want. New houses use more county services than they pay for, but commercial buildings pay more taxes than they use. Specifically, for every dollar in real estate taxes collected from a new house in Loudoun, that home uses \$1.30 to \$1.60 in services from Loudoun County. But commercial buildings, only use \$0.30 of services. As such, we need to make economic development a higher priority of consideration in this comp plan. All land use applications should be evaluated for their contribution to economic development and those projects that create a positive impact should be encouraged, promoted, and accelerated.
173.79.109.176	5. Economic Development	5 - 2,3	Introduction	Economic development should enhance life in Loudoun County, maintain quality infrastructure, improve our schools, allow us to care for the sections of the community needing assistance, allow us to preserve the many historical structures and sites, and preserve a reasonable tax rate. Financial planners should be able to determine what is needed and development should accommodate only that. We do not need to develop everything until we have nothing. The slogan used to be "Don't Fairfax Loudoun." All around us we can see what we don't want to become and unfortunately much of it is already with us.
108.44.145.59	6. Fiscal Management and Public Infrastructure	6-1	Affordability	I look at this plan as a wish list for developers and county employees. We need to see the capital requirements to implement this plan particularly for the roads and schools. We need to be assured that whatever plan is adopted can be funded without raising our taxes or destroying the county's excellent bond rating.
64.79.52.140	6. Fiscal Management and Public Infrastructure	General	Schools and Public Infrastructure	The Plan fails to include a School Siting Plan supported with associated land acquisition (land banking) for the proposed increased density. Developing future school siting plans have been recommended in several County supported studies (including 2007 era Western Schools Task Force Report). The Draft Plan also fails to include a Phasing Plan. Bottom line, Loudoun already has an approved but unbuilt pipeline of almost 30,000 housing units and current zoning that would allow ~20,000 additional units (taken from page 33 of the Loudoun

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				Foundations Report). Therefore, the Plan needs to include a SPECIFIC and clear County Infrastructure Plan (e.g., show on maps areas for proposed schools/fire stations/parks/etc. to support not only the currently approved yet un-built residential zoning, but also the Draft Plan's proposed additional residences). To "kick this can down the road" only increases traffic congestion and ongoing challenge of providing required services like schools. Take lessons learned more seriously and add these critical elements before submitting the Draft Plan to the Planning Commission.
73.152.8.93	6. Fiscal Management and Public Infrastructure	General	New Collector Roads	The draft Countywide Transportation Plan is proposing that more highly trafficked existing streets be included in transportation models for evaluation of street networks and commuting capacities. This is a good thing, but by labeling these streets as "collectors" unintended impacts are created as the Zoning Ordinance sets added standards (5-900) for development along streets labeled as "collectors." Since these streets have not previously been considered "collectors" development along them may not comply with the special zoning setbacks, potentially making the lots and buildings NON-CONFORMING, and thereby making it more difficult to obtain mortgages and financing, and perhaps inadvertently prohibiting otherwise legal expansion. Recommendation - Use another term for these streets rather than "collectors."
73.216.37.17 2	6. Fiscal Management and Public Infrastructure	6 - 6	Schools, Parks and Fire Safety	Although the League does support dense urban development around the Metro, we are concerned that we will be unable to keep up with the need for additional schools, firehouses and parks that come with additional residents. We agree with PEC that dense population should be located within one half mile of the metro stations making walking feasible and attractive. We should look at Ballston and Reston for ways to successfully integrate housing, night life, entertainment and community building. We give kudos to all the transportation improvements we have achieved in 2018 but worry that we won't have the funds to keep this pace going.
71.251.195.1 19	6. Fiscal Management and Public Infrastructure	6 - 25	7.1	If the County recognizes that it is the 'data center of America' then making high-quality wired and wireless telecommunications network available to all businesses, residents and visitors should be an even higher priority than it appears to be. Bringing businesses into the County means bringing employees who will be encouraged to live in the County. These employees will live not just in new developments amid Urban and Suburban but also in existing developments across Rural areas, and they are going to demand and depend upon access to the same high-speed networks that their businesses are receiving. Providing high speed telecom networks to residents - future and existing - should be a top priority of the County.
75.69.241.7	6. Fiscal Management and Public Infrastructure	6 - 178	Electrical, Policy 6	This section indicates the natural gas is clean burning. This is a very serious and gravely consequential mistruth that is often propagated by the gas industry and their protectors in government. In fact, gas is one of the most potent greenhouse gases that exist, being far more potent than CO2 over an 80-year time period. To classify gas as clean burning is to ignore the truth of its serious contribution to climate change and helps propagate the lie that gas is an acceptable bridge fuel. Loudoun should not have gas power plants or compressor stations. We need to

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				localize our energy, make it more community controlled, and make it wind and solar.
173.79.109.176	6. Fiscal Management and Public Infrastructure	6 - 15	Fiscal Management	A 393-page document devotes approximately 2 pages to fiscal management. What a joke! The plan is worthless unless it incorporates some sources, other than more development which encourages more people, which encourages more need for services and hence more money. This wealth struggles with funding current requirements (arguing about 1/2 cent tax rate increases) to support current needs. The argument that more people and more economic development brings more tax revenue is a faulty. It brings more expenses and a fight to seek the income to support it. Business only cares for the current profit. If that is limited it moves on to other newer more developing areas. Just saying the funding is up to politicians and business community is irresponsible. This section MUST be expanded to address the resources, or it will be of limited value, if any at all. We have to live within our means and planning for the future must consider how I will pay for the that future.
173.79.109.176	6. Fiscal Management and Public Infrastructure	6 - 2	Fiscal planning and budgeting	As a resident of Loudoun County since 1987, I have observed the massive growth and the need for continual bond issues to provide for schools, fire stations, libraries, etc. because of the growth of the county. I am concerned that there seems to be no end to the need for additional bonds which will come due and require payment.
71.171.108.127	6. Fiscal Management and Public Infrastructure	6 - 2	Traffic & Tolls	<p>I could write a whole chapter on roads but will narrow my comments to two situations. The Greenway needs to be taken into public hands. The toll increases are never-ending and when the build-out around the new metro stations begins in earnest, we will be paying top dollar for a bumper to bumper commute.</p> <p>Second item is Rt. 15 N. We can't build our way out of the congestion problem without taking on the issue of volume. We should tightly limit the development between Leesburg and Point of Rocks. Next, we should seriously consider putting a Smart Tag scanning system (no booth) on the bridge that charges traffic going south. I saw this technology in Colorado on a recent business trip. If MD and PA drivers must contend with an added expense, they may choose to work from home or to seek employment in their states of residence. If nothing else, the tolls will help with the expense of maintaining Rt. 15.</p>
65.196.65.250	7. Implementation	7-1	Implementation Matrix	Planning & Zoning are responsible for many of the policies. Are they up to the task? Will additional employees be needed?
69.25.36.21	7. Implementation	7 - 9	State, local, other coordination plan	Please, please work with VDOT to improve medians on major streets (Parkway and Dominion Parkway). There are beautiful condos, new business in the area but the streets look awful with high grassy areas, dirt areas, cracked medians. Improve the look of the medians with small trees or scrubs.
173.66.36.89	7. Implementation	7 - 2	Zoning Ordinance	The plan should not result in the guidelines becoming the new "by-right" policies for the county. Instead, developers should come in with plans requesting rezoning to the new plan guidelines. This will enable more control by the county.

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Source	Chapter	Page	Topic	Comment
192.168.1.50	7. Implementation	7 - 4	Transportation Plan	In my opinion, this plan takes a very weak position on another potential Potomac River crossings. In this Comp Plan update, we have the unique opportunity to take a bold position to push to make another bridge happen. Richmond doesn't care. Maryland doesn't care. if its ever going to happen, we must take the initiative to make it happen. Loudoun County must be the project's champion. Let's step up and make this connection a priority. Since new residences consume more municipal services than their real estate taxes pay for, we are dependent on our businesses for our tax base (our roads, schools, infrastructure, and government services). I am business leader in our community and it would be ideal to expand our workforce more to include folks from Maryland. We get their companies' real estate taxes, but don't have to pay for their municipal services. It's a huge winner for us! On behalf of many other business leaders and myself, we ask that you take a more affirmative action in implementing steps to make this Potomac River crossing a reality. That is the kind of leadership Loudoun County is craving.
173.8.2.58	2. Land Use	General	Transition Policy Area	Keep the same acreage as we now have for the TPA. Incorporate language that NO EXCEPTIONS for development and additional housing can be made. Already, there was an exception made for the True North Data Center. This set the precedent for future exceptions. One exception leading to another will undermine the TPA. Clearly state that there will be no more exceptions!
50.73.227.89	4. Housing	4 - 1	Housing	The county should examine and estimate its unmet housing needs at least every five years. At that time, it should also evaluate its housing programs for their effectiveness in addressing those needs. This requirement was included in the current plan but omitted from this draft.
50.73.227.89	4. Housing	4 - 1	Housing types	The plan should increase the number of housing choices for the Loudoun County workforce. It should encourage development of newer housing concepts - accessory dwelling units, cooperative housing, etc... It should include specific efforts to increase the production of single family homes to meet market demands. It should incorporate a mix of rental housing units that are affordable for the workforce.
50.73.227.89	4. Housing	2 - 1	Housing programs	The plan should include a streamlined approach for non-profit organizations to purchase ADUs. The plan should include programs that focus the production of units, specifically targeted for those earning between 70-120% AMI.
174.204.1.220	2. Land Use	2 - 80	action a	Same, does not protect traditional farm properties, leaves the door open for interpretation in the future of tourism-based operations, not tradition farms
173.8.2.58	2. Land Use	2 - 78	Farmland Preservation	DO MORE to preserve and protect farmland. Have incentives and tax breaks. There is much value in having local sources of food for a large metro area such as we have. Once farmland is lost, it is lost forever. Have a policy that preserves farms so that once a farm exists it is always a farm. Find innovative ways to support existing farms and expand farmland. PLEASE, NO MORE housing developments on our farms.

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Source	Chapter	Page	Topic	Comment
50.73.227.89	7. Implementation	7 - 1	Developer incentives	The plan should include specific incentives to encourage developers to create more affordable housing and housing for all, including the county's special needs populations, such as seniors and disable vets: maximize density bonuses, expedite permit process, and reduce or waive application fees.
173.8.2.58	2. Land Use	2 - 79	Limits on Rural Residential	YES, I strongly support this policy: Limit residential development to protect the land resource for agricultural operations, rural economy uses, and open space uses; minimize traffic impacts; and reduce the demand for additional public facilities and services.
50.73.227.89	4. Housing	4 - 1	Identify available land	The plan should identify land that could be used for additional housing that is affordable. It should also identify land that could be redeveloped into new housing or mixed-use communities but should not deplete the amount of housing that is affordable in the areas targeted for redevelopment.
173.8.2.58	2. Land Use	2 -80	Clustering of Rural Residential	I support the action to "Establish subdivision regulations and design standards that improve the design of clustered residential development." But please add the requirement that clustered residential developments are mandated to have at least 50 acres of common land that is not developed but is preserved in a conservation easement for habitat to support our native bees, insects and pollinators and also birds and other native wildlife. This common land shared by the community can also have walking trails for the enjoyment of community members, which enhances quality of life. Two such rural residential examples with shared common land are the Ecovillage of Loudoun County and Catoctin Creek Village.
173.8.2.58	3. Green Infrastructure	3 - 10	Plant and Wildlife Habitats	Much more must be done if we are to have plant and wildlife habitats. I strongly recommend identifying, acquiring and preserving land for a connected network as well as corridors of habitats. Fragmented areas of habitat do not foster biodiversity or preserve wildlife (including beneficial insects and pollinators that we humans need). This network and corridors of habitats also serves to provide open space for the enjoyment of our natural heritage and the benefits of the natural world.
209.249.85.13	2. Land Use	2 -78	Transitional area	I am a Loudoun resident who votes on a single issue - preserving rural Loudoun. I am vehemently opposed any plan the allows for more housing/denser zoning in transitional or rural areas.
174.204.1.220	2. Land Use	2 - 79	tdr,pdr, etc	The county needs to fund the existing programs, tdr, pdr and open up another category for funding upfront costs of the conservation easement programs now being funded by private organization. The county needs to put both feet in instead of giving lip service as it has done in the general plan
174.204.1.220	2. Land Use	2 - 81	Action A	We do need to keep the land use tax deferral program active in Loudoun, and we need to set up a deferral program for the agricultural buildings on those properties. Maybe a tier tax program because of the different type usages we have.
199.91.177.234	2. Land Use	2 - 79	PDR/TDR	Funding the County's PDR program is crucial. Conservation easements appear to be the most effective way to protect farmland and prevent suburban sprawl in the RPA. A cost-share or subsidy for establishing

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				conservation easements would also help to preserve agricultural land. This is one of the most important things that needs to be included in the new Comp Plan.
174.204.1.220	2. Land Use	2 - 82	3.5	Create a tier tax for the detached structures that are on ag use properties.
174.204.1.220	2. Land Use	2 - 82	3.7	both actions are critical to inform our suburban taxpayers how important traditional agriculture is to them, taxes, open space, traffic, schools
174.204.1.220	2. Land Use	2 - 81	3.5	also, we need studies done on the water table and area usage before the proposed cluster development on that parcel is approved. And do not allow any drain fields to be installed on any of the residual lots in that development, farmers can't farm around drain fields.
173.239.232.64	2. Land Use	2 - 74	TPA	This section presents TPA goals of open space preservation and protection of watersheds and water quality. If the approval of the True North Data Center is any indication, I believe the County has indicated its inability and its unwillingness to adhere to the core principle of this chapter.
173.8.8.205	5. Economic Development	5 - 8	2.3	Great point. Flexibility is key to keep pace with business innovations and the market conditions.
108.18.153.251	7. Implementation	7 - 4	New Potomac River Crossing	It is disingenuous and dishonest for you to solicit comments in May - on a transportation plan when the most hurtful and destructive part of that plan a new Potomac River crossing will not be revealed until July. Shame on you. Envision Loudoun deserves no respect.
71.114.66.32	3. Green Infrastructure	3 -188	Trail network along rivers and streams	There should be a trail along Little River between Goose Creek to the village of Aldie. This would take advantage of the natural beauty and promote tourism to Aldie. Eventually this could be linked to Oak Hill.
166.216.165.118	2. Land Use	2 - 79	Rural development	Why not let developers purchase rights from rural owners that are transferrable to boost development in the urban areas, especially around Metro stations?
64.79.53.141	2. Land Use	2 - 77	Water quality protection	Require industrial facilities to adhere to strict water quality protection throughout the TPA, not just near key water supply reservoirs.
72.73.20.86	3. Green Infrastructure	3 - 22	unavoidable development	Pull a Nancy and "just say no". I call bullshit on "unavoidable development".
72.73.20.86	3. Green Infrastructure	3- 20	water consumption education	Education of water consumption should be mandatory in school curriculum. Outright Prohibition of stupid water usages (like washing cars) should be enacted and enforced. Mandatory limits on gallons per flush for toilets installed in the county should be set. Alternative toilets should be encouraged as well to stop good water from being wastefully used in this way.
96.255.65.146	2. Land Use	2 - 62	Trends and Influences	The existing road development is just catching up to the ongoing existing development. The road network is being built to meet current demands and cannot be a justification to add more development.

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				Route 50, 606, and wax pool are routinely congested. Perpetual congestion if not desired. 45-60 minutes to get to employment and transit centers is unacceptable.
64.79.57.250	1. Introduction	1 - 75	down zoning	Down zoning was insufficient as any too much time in discussion allowed large swaths of acreage to start subdividing and were then grandfathered in. This is why the west, without having any changes to the RPA will still suffer major growth and why the county needs to get behind conservation easements and PDA's and also FINALLY resolving to set aside greenspace in the west for passive use parks and linear parks.
64.79.57.250	3. Green Infrastructure	3 - 14	Protection of areas	If this is a priority, which is also in the last plan, then why try to have part of the RPA put into the TPA and why have a data center in an ecologically sensitive area of the TPA? Again, these are examples of how special development interests trump policy guidelines
72.73.34.35	2. Land Use	2 - General	Rural Preservation	<p>To protect the rural nature of Western Loudy, it is not enough to state that no changes are being made to the plan in the rural area:</p> <p>1) active steps must be taken to protect, advance & promote the rural environment in the West. For example, consider providing economic incentives to promote placing land into conservation easements. The long-term benefits, financial & aesthetic, will be well worth the initial cost.</p> <p>2) changes are being made, if you proceed to remove land from the rural sector & move it to the transitional area. This is a slippery slope!!!</p> <p>3) in light of the proposal discussed in 2 above, it is disingenuous to say that no changes to density are proposed in the rural sector. If you are changing the amount of land in the designation, you are impacting density. At least be honest.</p> <p>The rural West is the gem of Loudoun county - now is your chance to take concrete steps to promote & preserve it. Don't let this opportunity pass you by!!</p>
64.79.57.250	6. Fiscal Management and Public Infrastructure	6 - 8	Open space	Throughout this plan there are calls to protect open space, create passive use parks and linear parks for multi-use, including equestrian uses which is acknowledged as a huge revenue source for the county. One way to reduce fiscal costs over the years is to follow through with this and retain/purchase for the public good, open space. Not only will this reduce costs of development such as schools and safety and roads, it will increase quality of life and help retain the equestrian industry in Loudoun. A win, win, win for less long-term cost for the county. That is a fiscally responsible action.
172.242.233.126	2. Land Use	2 - 92	Towns and JLMA policies	I am concerned that with the JLMAs in Round Hill and Purcellville having been largely built out that there will be pressure to extend the boundaries which will have a major negative impact on the RPA. I would like to see a policy to retain the current boundaries of JLMAs to limit the expansion of residential development within the RPA.

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108.48.24.89	7. Implementation	7 - 1	Trails	<p>POTOMAC HERITAGE TRAIL ASSOCIATION</p> <p>SUMMARY: Loudoun County needs a Comprehensive Trails Plan, a dedicated Trails Coordinator and a well-organized planning process to identify and act on opportunities to create scenic public trails. Top priority is a continuous scenic route for the Potomac Heritage National Scenic Trail and trails along Loudoun’s major streams.</p> <p>TRAIL PLANNING: Loudoun County needs a Comprehensive Trails Plan which should incorporate trails along all major streams and roadways. Fairfax County has a comprehensive trails plan that is an excellent model for how a trail plan should be developed and implemented. Loudoun needs to create a position of Trail Coordinator that will work to promote all trails in the county. This individual will coordinate with all county agencies to develop trails in the county.</p> <p>Along with the Trails Plan we need trail representatives from each supervisory district, as well as county staff from transportation and park departments, and any other county agencies to meet regularly to discuss projects. Recommendations for projects should come from a concerted and coordinated effort by all county agencies. Where possible Loudoun County should encourage creating public access trails and parks. Efforts need to be made to provide connections to existing trails and have a plan of development that keeps these connections in mind. The vital words are public protected access and spaces.</p> <p>MULTIUSE: All parkland in Loudoun County, regardless of ownership, should be open to equestrians, off-road bikers and hikers. This would be a great advantage for economic tourism purposes.</p> <p>TRAIL OPPORTUNITIES AND BENEFITS: The Potomac Heritage Trail Association (potomacTrail.org) seeks to complete, maintain, promote and celebrate the Potomac Heritage National Scenic Trail (PHNST) and connecting trails for all non-motorized users. We offer to build and maintain natural-surface portions of these trails at virtually no public cost. We help maintain three PHNST segments in (or partly in) Loudoun County: Great Falls National Park to Algonkian Park (12.5 miles), Bles Park across Elizabeth Mills Riverfront Park and Kephart Bridge Landing to Coton Bridge (7 miles), and Edwards Landing Park through Balls Bluff Regional Park and Veterans Park (7 miles due to it being a loop trail). Between and beyond these segments lie gaps, where public access for the PHNST is needed. Completing a scenic public trail to bridge these gaps and the gap west of Veterans Park is our highest goal. The PHNST reaching Whites Ferry is especially important, as it will provide Loudoun County residents non-motorized access to 184 miles of trail along the C & O Towpath, and the Great Allegheny Passage which ends in Pittsburgh. Having this connection would provide great economic advantages for Loudoun County.</p> <p>The PHNST roughly parallels the W & OD Trail, forming a ladder with major stream valleys (Sugarland Run, Broad Run, Goose Creek) acting as the rungs. Continuous public trails along these major streams is an important goal. One particularly significant gap is the Hidden Lane Landfill (now a Superfund site and owned by Smith/Moran). Once the EPA cleanup is completed it is vital that this become a public park.</p>

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				ENVISION LOUDOUN OUTCOME: Last but not least, when Envision Loudoun input sessions are concluded, we would like to see a summary of all recommendations and an action plan with specific steps to implement these goals.
38.111.137.131	7. Implementation	7 - 3	Quality development	I am concerned that quality development needs to be defined. What I think is quality development is different than what somebody else thinks.
71.62.171.188	2. Land Use	2 - 51,58	Suburban Community Commercial	I am a resident of Old Town Ashburn and I do not agree with the proposed Suburban Commercial Community plan type, along with removing the Village plan type from my community. I had a chance to review the proposed changes at the Envision Loudoun work session and don't believe this is what we want in our town. My community is a small town consisting of single family homes and very little retail. The suggested plan type is calling for 8-24du/acre which is not in line with the Board Approved ZOAM-2016-0014 that my neighbors and myself had fought for with 1-4du/acre. This community does not have the infrastructure to support this proposed plan type. I am proposing we add a Suburban small lot neighborhood (similar to the transition small lot neighborhood) plan type, which falls more in line with the current established neighborhood setting. This will allow our neighborhood to be consistent to the surrounding community and not put a burden on our lack of infrastructure. A small lot neighborhood has a suggested du/acre that is more in line with the ZOAM-2016-0014 that my neighbors and myself had fought to pass, along with the BOS approval. We need to think about keeping this community safe and believe this plan type will allow that to happen.
38.111.137.131	2. Land Use	2 -17	Redevelopment	What about the redevelopment of quarries and data centers?
38.111.137.131	1. Introduction	General	Overall	In general, this seems vague and too flexible. It seems weaker than the county plan we have now. It's too loose and open for interpretation.
38.111.137.131	1. Introduction	1 - 1	Sustainable Local Food	Promoting the production and access to sustainable, healthy local food is missing from this plan. Farmers markets, fighting hunger, etc.
147.81.210.11	1. Introduction	1 - 6	Trends and Influences	Reallocation of acreage between the Rural Policy Area and the Transition Policy Area must not be allowed. Accommodations for planned growth must not have such transfers of acreage in its tool kit.
162.83.95.185	2. Land Use	2 - 51	Suburban Community Commercial	Old Ashburn, as demonstrated in the zoning change in 2017 over the proposal to build 131 townhomes, does not have the road space to allow for dense residential units. The trail crossing, Hay Road and Ashburn Road intersection, and Jenkins Lane are not suited for any changes for dense construction. We can't support units such as are built at Loudoun One!
173.66.36.181	2. Land Use	2 - 88	Villages	Small area plans have not been developed for many of the villages in Rural Loudoun. A small area plan/master plan will supersede any language in Loudoun 2040 Comprehensive Plan.

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67.142.87.10 5	1. Introduction	1 - 5	Data centers, etc.	I believe that the staff that created this draft is delusional to think that having a bunch of 30-person data centers in the county is going to draw all sorts of other 'high-tech' companies. What the data center concentration is likely to draw: a bulls-eye for a nuclear attack from any number of nuclear-capable countries.
67.142.87.10 5	2. Land Use	2 - General	Strategy, etc.	These are commendable ideas throughout. They are unlikely to be implemented well without strong zoning and other nudges to developers, homeowners, etc. We already have examples of where such ideas are not being implemented (e.g., the eastern supervisors' approval of a new fire station in Aldie to be built in a flood plain and insinuating itself into a historic area).
67.142.87.10 5	2. Land Use	2 - General	Policy, Strategies, etc. for Urban areas	Very much like these ideas/aspirations. Some significant planning for transportation and utilities will need to accompany these policies, strategies, etc. And again, tough zoning and a BoS with backbones will be needed to help bring these urban areas into being successfully.
67.142.87.10 5	5. Economic Development	5 - General	Economic policies, etc.	There seems to be a key ingredient missing from all these noble ideas about education, talent, etc.: where is the uniformly high-bandwidth Internet access west of Leesburg? With high-bandwidth to homes, small businesses, etc. talent can locate in the western part of the county and stay off the roads while still performing technical work of many kinds. Someone needs to crack this problem and soon.
72.168.128.1 0	1. Introduction	1 -2	goals	The plan was stricken in the beginning by setting such meaningless aspirations that were not specific to Loudoun: great places; well-designed places; attractive economic environment etc. Needed more specific targets.
173.72.248.1 98	6. Fiscal Management and Public Infrastructure	6 - 5	School capacity	The county should urge the school board to responsibly anticipate and plan for school capacity needs. In addition to working on acquiring land for new schools, the county and board should consider increasing capacity of existing schools (building additions) in areas where that is needed (i.e. downtown Leesburg). It should be a stated goal of county and school board to minimize the number of school rezoning and moving students from one school to another. If new developments in one area of the county increase demand for schools in that area, then new school capacity should be created in that area. Students should not be shuttled from one part of the county to another. It should be a goal to have the appropriate school capacity before housing units are built. Deny rezoning for new housing if funding for needed school capacity is not there. And lastly, STOP diverting proffers for schools to fund roads. The lives of children in our county must be a top priority. I will submit similar comments to the school board.
70.106.207.1 95	2. Land Use	2- 51,58	Suburban Community Commercial	This is a BAD idea. Keep Loudoun Beautiful.
71.163.61.11 7	1. Introduction	1 -4	Envision Loudoun: Our County. Our Future	Over 9,000 ideas were submitted, but very few were used/taken into account.

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71.163.61.11 7	1. Introduction	1- 6	new housing types	What new housing types? Very general. Is there something besides apartments, condos, townhouse, houses?
71.163.61.11 7	1. Introduction	1 - 7	Easy to Understand	This comp plan has been "dumbed down" to the point that it has no substance.
71.163.61.11 7	3. Green Infrastructure	3 - 5	Ground water	Groundwater supply is important as it is the primary drinking water source for residents of the rural Loudoun. The TPA borders the RPA yet increased housing densities in the TPA and lessened open space are detrimental to the drinking water in RPA near TPA.
Written Comment	1. Introduction	1- General		Lack of specifics; Dumbed down language; A lot of words saying nothing; Happy language.
Written Comment	2. Land Use	2 - General		Trying to balance growth vs. rural; The stakeholder plan I think tries to balance this out; Loudoun County is a machine; It needs to be fed.
Written Comment	4. Housing	4 - General		Clustering homes; Trying to keep open space; I like the ideas that Willowford did off Fleetwood Rd and Rte. 50.
Written Comment	5. Economic Development	5 - General		Retail is difficult to try and get in the area.
Written Comment	2. Land Use	2 - General		No TPA land bays.
Written Comment	7. Implementation	7 - General		Any increase in density must be preceded by increased capacity in infrastructure (roads, utilities) paid for by developer proffers and completed before a shovel hits the ground.
Written Comment	3. Green Infrastructure	3 - General		Please do a better job (County staff) of making people aware of what is the Beaverdam Historic District, and how homeowners can (must) all pitch in to keep it viable and preserve the beauty of the roadways.
Written Comment	6. Fiscal Management and Public Infrastructure	6 - General		Hi speed internet - I wish there was a map on Loudoun.gov that showed which areas are currently served by broadband and which provider has this service. (NOVEC/Dominion maps too, would be nice.) I'm a realtor in the west and both of these utilities are hard to track. Proposed Stream Trails - I see one stream near 734 on the map. This is probably Butcher's Branch - many owners along this stream have livestock that would need to be protected from hikers and vice versa. I am curious/concerned how this could possibly be managed while still supporting the rural economy.
Written Comment	2. Land Use	2 - General		I'm nervous about modify the transition zoning policies. If the recommendations are accepted, then it would be possible for a developer on 2 acres of land to have 4 homes on 1 acre and 1 acre of open space. This would dramatically increase the density. We don't want to look like Chantilly or Ashburn or other very dense areas with the concurrent traffic increase.
Written Comment	3. Green Infrastructure	3 - General		Looks great but where will the \$\$ come to build the sidewalks, bike lanes, tree planting by the side of the road?

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Written Comment	6. Fiscal Management and Public Infrastructure	6 - General		How do you plan to prioritize the spending involved with this plan - Public transportation, new roadways, traffic circles?
Written Comment	7. Implementation	7 - General		Please get in a conversation with VDOT to put a new wider bridge in at the end of Trailhead and meets up with PW Co's Sanders Land. The one lane bridge is not able to accommodate the demand for traffic. Temporarily it would be nice to put a light at each side of the bridge because the traffic flow does not abide by every other car/truck to cross the bridge. I fear crossing that bridge daily! I live in Aldie and work of the state in PW. Majority of traffic during rush hour goes in the opposite direction from my commute and it is mostly commercial vehicles!
Written Comment	1. Introduction	1 - General		Review and update the Plan every 5 years - it's the law!
Written Comment	2. Land Use	2 - General		Let more housing in the Transition Policy Area! Don't limit to 8 stories development in the Urban areas - the parking garage is already taller!
Written Comment	3. Green Infrastructure	3 - General		Connect the trails!
Written Comment	4. Housing	4 - Housing		Require a housing needs assessment every 5 year. We need different housing types! We need more single-family houses - not just apartment buildings.
Written Comment	5. Economic Development	5 - General		Create more workforce housing - give developers real incentives to have units for 70-120% AMI like: expedited permit process.
Written Comment	6. Fiscal Management and Public Infrastructure	6 - General		Change CFI to consider unit size or family size. It shouldn't cost the same to build a 1 bedroom as it does a 5-bedroom house.
Written Comment	7. Implementation	7 General		Need flexible design standards!
Written Comment	2. Land Use	2 - General		Loudoun's land use policies must allow for creative, flexible, and market-aware thinking. We must streamline the process for amending the Comp Plan to allow for flexible and timely responds to evolving market conditions. County policies must view the rural economy and rural businesses as treasures, not intrusions. We must provide a full spectrum of housing option. Land use policies must work to expand housing choices for the entire workforce and to make it easier for our businesses.
Written Comment	4. Housing	4 - General		Loudoun needs increased diversification of housing options near metro stations. A county housing plan must address the need for market rate, workforce housing, and further invest in the Housing Fund. Loudoun invests millions in education but then drives your young people out with a lack of affordable housing.

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Written Comment	2. Land Use	2 - General		Transition commercial and village good idea - with interconnected streets it allows access to basic services without long trips on major road like Rte. 50. Village density around commercial adds diversity in housing and walk/bike services. Could have done more with density but understand limitations in transition areas. Overly, low density leads to spread out, pricey, homogenous, large houses. Such development uses up a valuable resource, land for a very limited segment of the community.
Written Comment	4. Housing	4 - General		It all cost too much. How do you lower cost and create diversity? First, do no harm!
Written Comment	3. Green Infrastructure	3 - General		Although Guilford is not listed on any national and state historic registries, it is the oldest part of Sterlings history and should be planned for development. Accordingly, if it is to be developed in line with a Rte. 28 corridor plan, it should be developed aesthetically so that the last "pearl" on the W&OD is in line with the other railroad towns along the trail.
Written Comment	4. Housing	4 - General		Would really like to see the remainder of the County's affordable housing go in any place but Sterling. Share the love and let Sterling land residents an opportunity for assessment increases without being dragged down due to low incomes and industrialized businesses over running the area.
Written Comment	5. Economic Development	5 - General		Much has been said about attracting diversity in business, but I don't see that. While data centers might be a cash cow today, they won't stay that way and then where will revenue come from. We'll be saddled with a bunch of empty concrete warehouses. In the meantime, the lack of personnel that a data center hires are keeping money from being spent in our shops and retail establishments forcing far too many closings in the strip malls that already exist. How will urban mixed used center fare any better?
Written Comment	3. Green Infrastructure	3 - General		Preserving the streams, rivers and lakes are very important. I feel that property owners where these waters flow through should be held accountable for protecting the area. Such as: no pesticides, no dumping, annual cleanings, etc.
Written Comment	4. Housing	4 - General		What is affordable housing? We need places that people can afford. Teachers, Police and Fire and Rescue can barely afford to live in the county if they do at all. This goes into road congestion because many live outside the county to work here.
Written Comment	5. Economic Development	5 - General		Make it smart and get more from the developers.
Written Comment	1. Introduction	1 - General		Great news that the Board of Supervisors intends to leave rural areas rural. Please resist pressures from development community to overbuild!
Written Comment	3. Green Infrastructure	3 - General		Our natural and historic resources bring needed dollars into the County and enhance the tax base. Water resources need added protection.

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Written Comment	4. Housing	4 - General		Agriculture cannot exist without a workforce which need low cost housing; perhaps more townhomes or smaller homes.
Written Comment	6. Fiscal Management and Public Infrastructure	6 - General		Please do not 4 lanes or 6 lane Rts 9 or 15. They are historic routes. Commuters from West Virginia need to be directed down Rt 340 to Rt 7 rather than continue to use Rt 9. Please consider moving forward on traffic circle at intersection of Rt 9 and 287.
Written Comment	2. Land Use	2 - General		Keep rural; keep transition a truly transition area; let's concentrate on housing around metro and town; keep more open space!!
Written Comment	5. Economic Development	5 - General		More balance - need to be cautious on Breweries - "Loudoun - the alcohol capital of VA" - also breweries need more concentration where public water supply is available - in rural Loudoun more Breweries could impact homeowner's wells, traffic on dirt road's etc.! Need to balance economics.
Written Comment	6. Fiscal Management and Public Infrastructure	6 - General		Perhaps consider a .01 increase in taxes - too many houses/homes already and we (they) don't pay for themselves - if people want services, perhaps they shouldn't mind paying a little more - but more homes don't help the balance - Dr. Steve Fuller isn't always right!
Written Comment	2. Land Use	2 - general		Two concepts which are implicit but not clearly emphasized (but should be) are: 1) in urban areas, parking should be relegated behind buildings (& on -street); and 2) urban plazas are not just "open space" but are spatially defined - many building facades. A sense of spatial enclosures is essential "outdoor rooms". The defined urban policy areas are relatively small. I get it, but I wish they were a notch larger. For Infill Development, define the meaning of "compatible" - that's what people will fight about. Affordable housing not likely in transition area (except accessory units) - that's okay but be real about it. Affordable is mainly for UPA & SPA. The word "unique" is not a synonym for "good".
Written Comment	5. Economic Development	5 - General		What happens in the future "post-data center" era? Technology is shrinking spatial requirements for digital storage - what will become of obsolete data center shells?
Written Comment	3. Green Infrastructure	3 - General		Existing housing developments boarding on major highways need pedestrian/bicycle save sidewalks and crossroads!
Written Comment	2. Land Use	2 - General		Include in metro/transit area: medical, educational, convention center, all hotel types (not just full service).
Written Comment	4. Housing	4 - General		At metro: Don't reduce residential density outside 1/4 mile. Density is desired on land walkable to metro including land over 1/2 mile from metro. Max density anywhere within 3/4 mile. Goal should be to maximize demand, not to constrain supply for metro uses.
Written Comment	1. Introduction	1 - General		I live in 20152. Spot on with "New Housing Types" section.
Written Comment	2. Land Use	2 - General		We must get rid of restrictive land-use policies that limit innovation among our landowners, developers, and businesses. We must push for income and tax revenue growth from more Loudoun-based jobs and less

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				reliance on residential taxpayers to fund schools, public safety, and other government services.
Written Comment	4. Housing	4-General		We need to approve more single family detached. Remove the policies that stand in the way and allow the free market to meet demand.
Written Comment	5. Economic Development	5 - General		We must fix the constant gridlock on 15, 9, 50 and create roads businesses can use! We must expend and emphasize a customer-focused approach that views business as partners in Loudoun's success. Prioritize workforce attraction through housing, transportation, and economic opportunities and the development of education and training resources. Allow creative, flexible, and market-aware thinking in land use policy to create desirable destinations for commercial and residential growth through the County.
Written Comment	2. Land Use	2 - general		I urge Envision Loudoun and the board not to re-zone the parcels near the intersection of Evergreen Mills and Shreve Mill to light industrial/data centers, this type of zoning should only be allowed east of 267. Noise pollution near this residential area would be detrimental, not to mention impact on aesthetics of Evergreen Mills road. Also, urge that 400 acres south of Heritage High School be kept as rural. Leesburg schools can't handle more than already planned and traffic along this portion of Evergreen Mills gets worse by the day.
Written Comment	1. Introduction	1 - General		Good job. I like it.
Written Comment	2. Land Use	2 - General		Yeah nice. Please increase farm and resources for the farmers inside the Loudoun County.
Written Comment	4. Housing	4 - General		I love it. Thanks.
Written Comment	4. Housing	4 - General		No more density! Make overlay districts forbidden for development. Affordable housing sounds good, but it could be a developer trick.
Written Comment	5. Economic Development	5 - General		Let DED help existing business. We do not need more businesses!! Focus on skill improvement.
Written Comment	2. Land Use	2 - General		Fully support the preservation of Loudoun's green spaces, particularly our rural areas. That is a hallmark of Loudoun County and contributed to the unique nature of Loudoun, historically. Developing place types that incorporate context is a good idea. Please commit to this. Open space is not necessarily open to development without considering other factors. Please preserve our green spaces, natural spaces, and non-urban feel.
Written Comment	3. Green Infrastructure	3 - General		Conservation - Yes. Preservation - Yes. Restoration/Recapture - Yes. Education - Yes. Perhaps utilize community/neighborhood groups to help with removal of invasive species and encourage planting and preservation of native species.
Written Comment	4. Housing	4 - General		Housing needs to be affordable but do not want to see block upon block of high-rise condos. It's ugly. All housing should include walking trails accessible to the whole community. Many communities have trails that

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				are only accessible (or easily accessible) to homeowners who bought a home that directly backs up to the trail. Trails should have access paths that cut between houses, so everyone can access them.
Written Comment	5. Economic Development	5 - General		Loudoun has wonderful natural resources. Any plan should preserve, enhance or even add to these resources. Developers should contribute to walking trails, open spaces, bike trails separate from roadways etc. Support the ongoing and strong tech industry in Loudoun but also attract other non-tech businesses for a more diverse workforce.
Written Comment	6. Fiscal Management and Public Infrastructure	6 - General		Public restrooms / portable johns along trails or other outdoor areas would be appreciated. Control tolls on the Greenway! They are ridiculous!
Written Comment	1. Introduction	1 - General		Interested in Rural Policy Area, unpaved roads, preservation of open spaces, view sheds, etc. Maintain scenic viewsheds. Western Loudoun is an ASSET NOT a commodity.
Written Comment	3. Green Infrastructure	3 - General		Preservation of viewsheds and farmland.
Written Comment	4. Housing	4 - General		Need for more workforce affordable housing.
Written Comment	6. Fiscal Management and Public Infrastructure	6 - General		Leave our dirt roads alone!
Written Comment	3. Green Infrastructure	3 - General		Very respectful of the issues.
Written Comment	4. Housing	4 - General		With all of the businesses in and coming to Loudoun, they need to live somewhere. Better here than Clarke, West VA or MD! (All of them(?) clog our roads.)
Written Comment	7. Implementation	8 - General		Please fast track!
Written Comment	3. Green Infrastructure	3 - General		I feel the Plan is respectful and considerate of everyone in the community.
Written Comment	4. Housing	4 - General		With many businesses moving into Leesburg, the Plans are considering where people like to live.
Written Comment	7. Implementation	7 - General		I will be supporting the plan and hope it will move forward quickly.
Written Comment	3. Green Infrastructure	3 - General		I am completely disheartened by the County Board's decision to approve True North facility on Goose Creek, despite loud and

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				continuous delivery of scientific evidence by experts as to the the rare and vital nature of that environment. I wrote to my Supervisor and received a lecture - did I know the tax advantages of giving that land over to the data center. Shocked at the reply, I look at these glossy posters and conclude that environment will not be respected going forward - until we vote for defenders of the environment and Loudoun's natural resources.
Written Comment	2. Land Use	2 - general		Strongly oppose changes to transition are for more development but if new development is allowed, be sure Plan requires such to be subject to the new proffer legislation (small area plan) so infrastructure is funded by those who will profit from the increased density in those area.
Written Comment	3. Green Infrastructure	3 - 20		Surprised Loudoun doesn't already have a comprehensive pollution management program to protect gw (?) resources. Prioritize this! AT&T on Short Hill has gw contaminants in recharge area that should have been restricted coolant and 200,000 gallons of diesel storage there has been allowed. The Plan needs to be strengthened to protect recharge zones including ridgelines.
Written Comment	3. Green Infrastructure	3 - General		Greater protection warranted. Bring back RSCOD in the west (rural) part.
Written Comment	2. Land Use	2 - General		Make sure to not impose overly restrictive and burdensome regulations on the architectural design of new buildings.
Written Comment	5. Economic Development	5 - General		Make sure that the economic contents of projects are given equal weight to the other sections for legislative applications.
Written Comment	1. Introduction	1 - General		Fleetwood Road is no longer rural with heavy traffic and 3 schools being built across Fleetwood at Brambleton, we're 2 miles from new hospital - the library - hospice center and rehab center - we have the huge Dulles shopping Centre just 2 miles.
Written Comment	4. Housing	4 - Policy 2		Housing must be "Safe and Habitable" - people need water - even the most humble - or most expensive dwelling does not support inhabitants without palpable water - again - groundwater fed community wells are the only water source for most areas west of Leesburg. Putting 1 straw in a 1-gallon bucket support 1 person's survival well. Putting 50 straws in that same 1-gallon bucket supports NONE of the 50 adequately.
Written Comment	2. Land Use	2 - General		As a growing county... we will generate more waste. Where will this new waste go? How might we encourage our county to reduce waste? Residential waste as generated by an individual household. Commercial waste as generated by business. Government waste Recycling waste...what will our county recycle? Collection processing. Should we discourage plastic bag use? Straws? France and other EU countries are going this direction. Solar Energy - should new home construction consider solar energy / new commercial too? Data center rooftops - large expensive areas, rain water collection possibility? Plant greenery for air quality?

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Written Comment	1. Introduction	1 - General		High quality means sharply reduced need for car trips. Design communities around mass transit. Increase/reduce density based on LEED Neighborhood Development Score.
Written Comment	2. Land Use	2 - General		Shift more density to metro stops. Leave transition zone as it is currently (don't up zone). Consider multiple car-free/lite zones in metro area, like EU does.
Written Comment	3. Green Infrastructure	3 - General		Ensure water quality throughout Loudoun, not just near reservoirs.
Written Comment	5. Economic Development	5 - General		Bring federal satellite work to urban/suburban areas. I will have to spend even more time in my car if this plan takes place. If the development can't be stopped, bring my job to me. Every commute within Loudoun County will STILL take as long as my Fairfax Co workplace commute will take. Why more data centers? These can be literally located anywhere in the U.S.
Written Comment	2. Land Use	2 - General		1) Land Use and Growth: We have very significant concerns however that go to the core of the entire plan – both land use and transportation: the plan proposes far too many areas of higher-density, mixed-use urban and suburban centers scattered across eastern Loudoun (with a much higher additional potential buildout in the suburban and transition policy areas) than the county road network, schools and other infrastructure can support.
Written Comment	4. Housing	4 - General	policy 1, Action 2-d	Develop a rent and homeownership subsidy program to address the housing needs of low to (delete "and") extremely low-income or vulnerable households including older adults on fixed incomes and persons with disabilities.
Written Comment	3. Green Infrastructure	3 - General		The plan needs to better address how it will protect natural & heritage resources, as well as other resources listed in Chapter 3, when the County is considering widening rural roads. Route 15 is a prime example.

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208.255.153.241	8. Transportation	2-18	Sidewalks	Sidewalks on both sides of the street? Other communities are trending toward sidewalks on one side, to reduce building and maintenance costs, and water pollution from stormwater runoff
208.185.7.108	8. Transportation	4-31	Connectivity	Please shorten the time it takes to travel from Fairfax to Loudoun via a bus. Right now, it takes 2-3 hours! It's only 30 min via a car. https://www.google.com/maps/dir/Fair+Oaks+Mall,+11750+Fair+Oaks+Mall,+Fairfax,+VA+22033/Dulles+Town+Center,+21100+Dulles+Town+Center,+Sterling,+VA+20166/@38.9419547,-77.4024398,11z/data=!3m1!4b1!4m14!4m13!1m5!1m1!1s0x89b64f411d2f903f:0xdea35551d9c66080!2m2!1d-

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				77.3592062!2d38.8627713!1m5!1m1!1s0x89b6399fed2d967:0xd86069c4f66d647e!2m2!1d-77.4237414!2d39.0320585!3e3
64.202.127.139	8. Transportation	4-30	Rural Transportation Demand Mgmt. Policies	TDM 4-4.21 Any land development should only be approved if the existing transportation infrastructure is suitable to support it. Transportation improvements should NOT be made in the RPA. To do so only encourages more development which is not desired.
64.202.127.139	8. Transportation	4-30	TDM Recommend improvements	4-4.23 Making transportation improvements in the rural area only encourages development which is not a goal or desire for western Loudoun. Efforts should be concentrated on maintaining safety of our transportation infrastructure.
74.96.152.243	8. Transportation	4-17	Dulles South Circulator	As a property owner of a CLI parcel which will front on the new Dulles West Blvd (under construction), I recommend the Dulles South Circulator be extended from the park and ride lot to go along DWB with stops along the way to serve Arcola Center, Arcola Retail, Elms at Arcola apartments, the Stone Ridge community, the Glascock townhouses and ending at the Stone Springs Hospital.
209.255.214.19	8. Transportation	1-18	Dog Parks	I'm not seeing anything in the plan that addresses the need for dog parks - especially in Western Loudoun. Franklin Park has plenty of land to make this an easy/quick solution. All you have to do is install 2 fenced areas (for large and small dogs). I don't understand why the needs of the people aren't being addressed. A lot of residents have dogs that would fully utilize this part of the park.
38.111.137.131	8. Transportation	4-6	Transportation projects	Important Loudoun heritage assets - Luckets, Hillsboro, Waterford - are being overwhelmed by traffic because of the opposition to widening roadways or constructing bypasses. Routes 9, 15 and 50 needs widening or bypasses around historic towns and villages.
208.255.153.178	8. Transportation	Map	Road Widening	I wrote a letter to the newspapers, spoke to the BoS, and gave them a presentation I made regarding Farmwell Road. I commend them for voting with the people on this issue. The main reason Farmwell Road gets backed up is the lack of roads to access the Broadlands and Brambleton from the east. I would like the proposed widening of Farmwell Road (shown as six lanes on the map) to be removed from discussion. Loudoun has a multitude of fantastic roadways to improve connectivity to the Broadlands and Brambleton; they just need to be built.
38.111.137.130	8. Transportation	2-1	No need for separate chapter	Not sure Vision should be its own chapter. This is usually covered in the Introduction.
38.111.137.130	8. Transportation	5-1	No separate chapter	Would add this to Chapter 3 where you have Motor Vehicle, Bike/Ped, and Metrorail sections.
38.111.137.130	8. Transportation	8-1	No separate chapter	Should Environmental and Heritage Resources go under Mitigating the Impacts of Development?
69.25.36.21	8. Transportation	9-1	Prioritization	We have a significant problem with Rt 9 as a major thoroughfare for our workforce coming from West Virginia. Of course, WV has built a four-lane divided highway that turns into a bucolic country lane at our

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				<p>border. Constraining Rt 9 within our border will not stop the inbound traffic, on the contrary it contributes to a lack of safety on this road. Further, it is not in our economic interest to try to constrain this traffic as it brings much needed labor to our county. To the degree that we want to maintain the rural beauty of this part of our county we are going to have to look for a long-term solution for this important thoroughfare as an over-traveled and unsafe road neither protects nor adds to the beauty we seek, even as it has negative economic effects.</p>
69.25.36.21	8. Transportation	5-7	Strategies	<p>Overall, one notes the relative brevity of this chapter in comparison to others. One hopes that this reflects a simple and straightforward approach, as opposed to a lack of prioritization. After all, the prosperity of our community will be the sine qua non for all else in this visionary document. We will only be able to execute on that for which we can pay, and quality of life concerns come after the basic requirements have been met. Therefore, it is in our interest to prioritize economic development as well as to ensure that we view all other aspects of this plan through the lens of their impact on economic development. It is true that businesses, per se, do not vote. It is also true that residents tend to focus on residential matters and tend to expect that businesses will take care of themselves. That said, a healthy business community is itself a common good from which we all benefit. Businesses provide us with the goods and services we need as well as the amenities that we enjoy. Thus, a good business ecosystem is critical to quality of life. As well, the fiscal profitability of business (relatively low consumption of public services compared to revenue) finances the quality of life that we all seek in terms of public services. Finally, of course, economic growth becomes personal opportunity when it means a chance for employment in one's own community and for one's own family. It is, therefore, incumbent upon the planners and the elected officials to act in the public interest by maintaining a strong focus on business, regardless of the fact that the business community itself tends to be drowned out by volume when it comes to public comment. I commend the fact that this document recognizes the importance of economic development and articulates specific strategies and actions in that regard. That said, I do observe an omission: the strategy of simplicity itself. Presently we can describe Loudoun as business friendly, which in practice reflects the ease of locating and starting a business operation in our County. This in itself is a good thing and should be part of our strategy for the future: keep it easy, keep it simple, and show our friendliness not only in word but indeed. I will further observe that our strategy should be to have a great product, taken as a whole. By this I mean the conditions for a business to thrive and grow. This includes other facets of the comprehensive plan, such as workforce housing, education, transportation, and quality of life. Going back to my earlier comment that all of these things should be viewed through the prism of economic development, I suggest a strategy in this section of reviewing all aspects of the comprehensive plan as a whole through the lens of its support for economic development. I suggest making this one of the strategies and actions in this section of the document: any change to other elements of the plan should be weighed in part based on economic development impact. At the end of the day, if we offer a great product that will do more to bring and retain business than the most sophisticated marketing strategy.</p>

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73.171.99.24 2	8. Transportation	3-9	Bus	Loudoun has an aging population, many of whom no longer need to participate in the early morning job commute to DC, but who would still like to be able to access DC without the hours and multiple changes involved in bus to metro. And many of us, believe it or not, still travel by train and need to reach Union Station in a reasonable manner (along with luggage.) Loudoun sorely needs a mid-morning bus to DC!
208.255.153. 240	8. Transportation	3-7	Bicycle Accommodation	Numbers of bicyclists in western Loudoun are increasing, especially on rural connector roads on the weekends. Suddenly adding bike lanes and shoulders to these roads is understandably cost-prohibitive, but I suggest any time a heavily-used connector road (such as Rt 690 between Purcellville and Hillsborough) is repaired or resurfaced, 30" shoulders for bike/running lanes be added to the work. Adding scope to an existing project would be more cost-effective than initiating a new one. Along with a major safety issue, there is long-term economic benefit as well; having been stationed in Colorado and California which are very bike-friendly states, on weekends you can see groups of biker's road-tripping as well as going between wineries. Palisades, CO even has an annual Bike Through the Vineyards event attracting tons of cyclists and a large economic input. This would also increase the capability to hold larger running events such as 5Ks, 10Ks and even half-marathons which are very popular in other wine regions in the US.
71.171.90.3	8. Transportation	10-5	2040 Map and Route Facilities	<p>Great emphasis on Bike and Ped throughout the plan and we really appreciate the steps taken and helping the county move forward toward a more walkable and bikable county. The direct integration of the bike and pedestrian facilities with the vehicle plans associated with each Policy Area is a good approach.</p> <p>We believe clarity could be improved on the description of each type of the 7 Bicycle Facilities to be used by the County.</p> <p>Current Bike Facility Descriptions (According to the 2040 Draft map):</p> <ul style="list-style-type: none"> i. Shared lane with pedestrian facilities provided as called for by geographic policy area ii. Striped bike lane with pedestrian facilities provided as called for by geographic policy area iii. Trail on one side of the road and sidewalk on the other side of the road iv. Trails on both sides of the road (Urban/Suburban/Transition) v. Trail on one side of the road (Rural) vi. Washington and Old Dominion Trail vii. Regional Trail <p>Proposed Bike Facility Descriptions: (note: first three are on road/street facilities, others are separated from the vehicle roadways)</p> <ul style="list-style-type: none"> i. Striped Bike Lane: A marked portion of a roadway that has been designated for exclusive use by bicyclists. Bike lanes are for one-way travel only. ii. Marked Shared Lane (Sharrow): A roadway that includes pavement markings to indicate the appropriate position for bicyclists using a travel lane that is shared by motor vehicles and bicycles. While bicyclists have the right to use the full travel lane, a sharrow alerts motorists to the presence of bicyclists along particular routes that are commonly used by

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				<p>bicyclists but where there is not adequate space for a bike lane.</p> <p>iii. Paved Shoulders: Roadways with areas of pavement just outside the regular travel lane. Paved shoulders may be used by bicyclists similar to a bike lane but may also accommodate stopped vehicles, emergency use, and pedestrians. For the purpose of this map, paved shoulders are indicated only along roadways that do not have curb and gutter (i.e. rural roadways).</p> <p>iv. Off Street Trails on Both Sides of Roadways: Paved multi-use paths, generally 10 wide. Trails are shared by bicyclists, pedestrians, joggers, dog walkers, strollers and other non-motorized uses.</p> <p>v. Off Street Trail on one side of Roadway, Sidewalk on other side: Paved multi-use path is generally 10 wide. Sidewalks are 4 to 6 wide. Trails are shared by bicyclists, pedestrians, joggers, dog walkers, strollers and other non-motorized uses. Sidewalks are reserved for non-bicycle use.</p> <p>vi. Off Road Rural Trail: A paved multi-use path (~10 wide) generally aligned with road right of ways, and an optional unpaved bridle path along opposite side of roadway. Off road trails typically provide routes with a reduced number of street crossings or encounters with motor vehicle traffic. Trails are shared by bicyclists, pedestrians, joggers/runners, dog walkers, and other non-motorized uses.</p> <p>vii. Regional Trail: A paved multi-use path (~10 wide) not aligned with road right of ways. These trails, along scenic byways have unique Right of Ways. They include the W&OD Trail and future County Trails. These typically provide routes with a reduced number of street crossings or encounters with motor vehicle traffic. Trails are shared by bicyclists, pedestrians, joggers/runners, dog walkers, and other non-motorized uses.</p> <p>The plan could be then enhanced with how these various bike facilities would be applied in each of Loudoun County’s geographic Policy Areas. You folks have done a great job of describing the Urban Policy area and how bicycle facilities will be implemented within that area. We encourage similar complete descriptions of how bike and ped facilities will be implemented in the other policy areas (suburban, rural, transition) as was done for the urban policy area. We suggest the following assignment of above proposed facilities by Policy area:</p> <p>Rural: ii: Marked Sharrows; iii: Shoulders; vi: Off Road Rural Trail; and vii: Regional Trails Suburban: i: Striped Bike Lane; ii: Marked Sharrows; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vii: Regional Trails Transition: i: Striped Bike Lane; ii: Marked Sharrows; iii: Shoulders; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vi: Off Road Rural Trail; vii: Regional Trails Urban: Striped Bike Lane; ii: Marked Sharrows; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vii: Regional Trails</p> <p>We suggest that specific Routes or Trails with start and end points be identified on the 2040 map and referenced within the County Transportation Plan document. We welcome the addition of the Regional Trails concept. Great idea and we love the placements along the Broad Run and Goose Creek (assuming it is far enough away from the streams to not violate any required natural buffers). The identified</p>

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				<p>Bike Routes would be made up various and often multiple bike facilities and have signage to indicate to drivers where to expect cyclists and for cyclists on where to turn and which bike facility to follow. Bike Loudoun has identified some Bike Routes we would very much like to include on your implementation plans in the first few years. In addition, the County Transportation Plan Document should include mention of these routes and how signage would be funded, and which department(s) would be responsible for designing, locating, installing and maintaining the bike route signage. Currently the document only states in Chapter 10 Implementation of the Plan: Study opportunities for signed bicycle routes to encourage and facilitate longer distance bicycle travel in the County. We would very much like this strengthened to, for example The County will implement various short and long-haul bike routes with appropriate way finding signs to facilitate both commuting and recreational bike alternatives. Here are our initial priority routes: Note these all have links to our Bike Loudoun website where you can see more details of each of the proposed routes.</p> <p>Metro Station Routes: Clear signage to guide cyclists who commute on the W&OD showing wayfinding routes to the 2 new Metro stations in Loudoun County. This may also include key wayfinding signs from large employment centers (i. e. US Customs & Boarder Control Bldg.) to the nearest Metro Station.</p> <p>White’s Ferry to Ball’s Bluff Connection: This would allow cyclists to bike from the C&O Canal Path to the W&OD, as Leesburg recently signed a route from Ball’s Bluff to the W&OD. In addition, this route would be made up of various bike facilities, including an Off Road Rural Trail along Route 15, a Regional Trail along an Easement owned by NOVA Parks which follows the old Balls Bluff Cemetery Road from Route 15 to Ball’s Bluff Regional Park and either a Marked Sharrow facility on White’s Ferry Road, or an Off Road Rural Trail along part of White’s Ferry Road, dependent on final design. We suggest that the Regional Trail now marked on the 2040 Map follow this route, rather than the current one shown via the West Side of Leesburg.</p> <p>Purcellville / Round Hill / Franklin Park Loop: This signed route would provide a loop starting and ending at the current terminus of the W&OD Trail. Starting in Purcellville at the former RR Station, it would follow Hillsboro Road (#690) then head west, utilizing shoulders on the newly widened Alders School Road, then follow an existing Off Street Trail along State 719, heading South into Round Hill. Once in Round Hill it would follow a new Off-Street Trail, which goes under Highway 7 (tunnel) to Sleeter Lake and then on to Franklin Park. The County is currently designing a new Off Road Rural Trail from Franklin Park to Purcellville. See attached file for diagram of this route.</p> <p>Ride Hill, Hops and Vine Route: This route is designed to support and complement Western Loudoun’s agro-tourism business to provide a safe route along lightly traveled roads through Northern Loudoun. The route is mostly a Marked Sharrow Route, following routes 704 from Hamilton to Waterford, then 665 from Waterford to Taylorstown, then 672 to Lovettsville and heading to Mountain Road (#690) south to Hillsboro, and then on to Route 719 to Round Hill. Once in Round Hill it would follow the segment from c: Round Hill Franklin Park Loop above back to Purcellville and then the W&OD to Hamilton.</p>

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				Other signed routes would be added to this list over time.
71.62.188.23 2	8. Transportation	8.2.6	Waterford	Thanks for including the priority to protect our National Landmark, Waterford from cut through traffic.
75.150.63.41	8. Transportation	4-24	Level of Service	LOS of C is unrealistic. Should be LOS D
75.150.63.41	8. Transportation	1-1	Bridge to Maryland	Need to add a bridge to Maryland somewhere in the Route 28 corridor to alleviate congestion on Route 15.
198.81.129.1 94	8. Transportation	117	Tall Cedars Extension	The proposed extension of the terminus of Tall Cedars Parkway on Trailhead Dr. in the middle of the Willowsford community directly contradicts proposed Motor Vehicle Policy 3-1.28 which promises to mitigate cut through traffic. Terminating Tall Cedars at Trailhead encourages cut through traffic on Trailhead Dr., a primarily residential road as people attempt to circumvent traffic E-W traffic on Route 50 and Braddock Road. Maintain the terminus at Northstar Blvd. fully mitigates this concern as Northstar is not a residential road and could funnel Tall Cedars traffic to either Route 50 or Braddock Rd. Terminating an E-W connector on a residential street will result in increased traffic as traffic flow E-W in Loudoun county is heavy and, likely, increased speeds putting the lives of those who live in on the neighborhood streets at risk. Please do not split this community with another busy street!
173.79.109.1 76	8. Transportation	4-24	Village of Ashburn	What is so special about Village of Ashburn that is only one mentioned. There are many other areas are just as deserving, but not mentioned or alluded to. Seems like a plant to benefit just Village of Ashburn
173.79.109.1 76	8. Transportation	4-24	Bicycle/Pedestrian Plan	Most of the verbiage is boiler plate. Just pulled from a generic document and then where appropriate, a reference to the county, place, etc. is made. Beautiful pictures of what a 4/6/8 road with island, biking/walking paths, etc. However, very specific recommendations are included. Decision makers (BOS? must be provided of specific examples now. Do NOT leave it to developers to tell you. The plan should tell them what the county wants/needs.
173.79.109.1 76	8. Transportation	8.2.9	More specifics	Potential adds, historic black churches, Civil Wars actions, cemeteries (see fiasco at corner of route 7 and Belmont Ridge Road), etc. Plenty of knowledgeable historians can provide details.
173.79.109.1 76	8. Transportation	9-3	gasoline tax	Since the BOS has agreed that after phase II of metro is completed (I guess that will be by 2022?) gasoline tax will no longer be available for local maintenance? That seems absurd. Personnel cars, buses, taxis, Ubers, bikers, walkers, weather will still damage these new roads, accesses, etc. Who will pay the increased costs? I doubt that Richmond will care much about the wealthy Londoners to provide extra funds. The metro will NOT reduce the need for these other services. Just robbing Peter to pay Paul.

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173.79.109.1 76	8. Transportation	9.2.7	Pedestrian/Bike toll fees	Suggest pay as you go like on the toll roads to raise extra funds. Set toll booths and charge each bike rider, pedestrian. let's not forget joggers, to periodically stop and pay a toll! They would buy a tag and auto pay.
173.79.109.1 76	8. Transportation	1	Dulles Greenway	I realize this is not the right page, but I can't find it again. Somewhere, I thought I read that the Dulles Greenway will eventually revert back to the state/local control. If this is true, I doubt the general public is aware of this eventuality. I can image what the tolls will be then!
173.79.109.1 76	8. Transportation	3-9	Old Black Churches	The county has numerous old black churches/communities scattered throughout it. They may not be on old historical registers, but their history and cultural is an important part of the country.
173.79.109.1 76	8. Transportation	3-22	Ridgelines	Would these concepts have precluded the recent/current ATT fiasco? Or as you enter Leesburg heading west on Route 7 and look to the south and look at all the houses on the ridge line?
173.79.109.1 76	8. Transportation	2-2	support new development	At the moment, our plans are not even supporting the development we already have and with so much of the funding going to metro the situation will rapidly become much worse. Adequate roads need to be required prior to development!
69.25.36.21	8. Transportation	7-4	New Potomac Crossing	The problem is that Maryland will NEVER NEVER build a bridge through Montgomery County. EVER. Therefore, the Board needs to focus on REAL solutions to upgrade and improve the US Route 15 Corridor to expand capacity as well as pressuring Maryland to expand the Beltway capacity at 495. Route 15 needs expansion regardless of the land use implications to Loudoun County. Expand 15 NOW.
75.75.36.146	8. Transportation	G-1	COUNTYWIDE TRANSPORTATION ROADWAY PLAN MAP	I am very pleased that you are planning to widen at least part of US-15 north of Leesburg. This should really help rush hours, especially if we continue to modernize the rest of the road.
69.25.36.21	8. Transportation	3-8	bicycle	Where possible, the bicycle policies need to encourage integration of the planned trails with VDOT and other road projects. For instance, completion of the Bike path along Algonkian Parkway from Potomac View Road to the Fairfax/Route 7/FC Parkway interchange is VITAL to integrating with the bath paths provided as part of the Route 7 widening project. This integration is needed NOW.
75.75.36.146	8. Transportation	G-1	COUNTYWIDE TRANSPORTATION ROADWAY PLAN MAP	Have you considered widening 15 with a turn lane in the middle? I know that residents in the area don't want the road to be 4-lane to the MD border, but a turn lane would really help local businesses and locals who have to make left turns across traffic. And, it might be cheaper than making it 4 lanes.
166.216.165. 118	8. Transportation	2-61	Development in TPA	The plan allows for greater residential and commercial development in the Transition Area -- an important stretch of land between the heavily suburban development in the east, and the rural area to the west that has been planned for moderate development. It was created to protect critical drinking water, heritage and natural assets, in addition to being a visual and spatial transition between the east and west.

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				With vague language describing a rationale and criteria for the siting of new higher density villages, developers are likely to push for higher density throughout the whole Transition Area.
173.79.123.91	8. Transportation	7-4	Potomac River Crossing	I am very much opposed to a new Potomac River bridge in Loudoun County, and am disgusted at the way the Board of Supervisors has gone behind the backs of their constituents to get this into the plans. This bridge will keep all the good intentions of the CTP from being realities and continue Loudoun's tradition of being an automobile-centered bedroom community of congested roads for which the only remedy seems to be widening to accommodate more cars. A bridge is not the answer - it will only exacerbate our problems. Nothing about this bridge will support multi-modal transportation. The bus lanes will be discontinued quickly, if they ever happen at all.
173.79.123.91	8. Transportation	7-4	BoS subterfuge	This directive by the Board of Supervisors was adopted at a meeting via a surprise motion where private citizens (individual voters) were not permitted to speak. Now, you leave this ill-begotten motion as a placeholder in the CTP. It should be removed. It reflects neither honest communication with the public nor the will of the people of this area.
147.81.210.11	8. Transportation	Roadmap Plan (draft)	Route 50 (near Lenah)	Do not change the current 2 land configuration of Rte. 50 east of Lenah. Also, ensure that a Round About is installed at the intersection of Trail Head Rd and Rte. 50. Also, ensure Round About are installed, as needed, at subdivision entrances along Route 50 west of Lenah. Rationale: maintain traffic calming approach to through traffic along Route 50 starting east of Lenah and continuing to the Round About at the intersection of Watson Rd and Rt 50.
72.168.128.10	8. Transportation	1-7	the plan	Though claimed to be, it is not easy to understand, overarching, or sufficiently comprehensive, because it says very little in definitive goals, strategies, or actions. Many words, lots of adjectives and parenthetical phrases with little concrete guidance.
72.168.128.10	8. Transportation	2-6	Plan vs ZO	It says the plan sets forth the community-based vision for Loudoun's future. But at the Envision Loudoun public sessions the public rejected the "vision" supplied by the contractor. The developer-heavy stake holder group used the contractor supplied vision, but not the community. Less residential growth, less traffic, lower taxes.
72.168.128.10	8. Transportation	2-17	Land se	It starts with weak policy wordage: "Development should..." Then sets weak guidelines: "Ensure that design guide lines emphasize the quality of experience in public places?" Then states a soft action: "Develop! eye-level design guidelines, regulatory features? and additional design elements that contribute! to the quality of human experience of space and built environment." Without suggesting any regulation or guideline. Who talks/writes like that?
72.168.128.10	8. Transportation	2-45	SPA	the plan actually offers some Actions to encourage pedestrian access to services in the SPA. But "guidelines" at p. 2-49 are admitted to be non-binding. Just words for developers to ignore.
72.168.128.10	8. Transportation	2-49	SPA	Refreshing to see that mechanical equipment should be screened, whether on a roof or the ground.

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73.171.2.170	8. Transportation		roundabouts	<p>The roundabouts at Gilbert's Corner have made an incredible improvement in the traffic flow from just west of Middleburg, to east of Lenah where route 50 becomes 4 lanes again. It is proven that roundabouts move 33% more vehicles in the same amount of time. There used to be a line of traffic, nearly at a standstill, from route 709, west of Mburg, all the way to Lenah, every morning and every night. Now, traffic moves smoothly and constantly. And there are MORE cars than there used to be.</p> <p>Roundabouts require a learning curve for some drivers, but they are safer and more effective than traffic lights. There should be NO MORE lights on route 50, and every intersection in Ashburn/Brambleton should be a roundabout. Examples:</p> <ol style="list-style-type: none"> 1. Gum Spring Road and Evergreen Mills Rd 2. Ryan Road at Northstar Blvd (massive intersection with plenty of room for a roundabout) 3. Lenah Farm Rd at route 50 4. Ryan Rd at Loudoun County Parkway 5. route 50 at Loudoun County Pkwy 6. Ryan Rd at Evergreen Mills Rd <p>I realize they are more expensive, but they fit right into the look of neighborhood streets and transition area roads. Their benefit cannot be overstated.</p>
173.66.36.18 1	8. Transportation	116	Transportation Plan	Northstar Blvd. should not be a 6-lane limited access highway. Please change it to a maximum of 4 lanes north of Braddock Road and 2 lanes south of Braddock Road.
64.79.57.250	8. Transportation	3-17	Local secondary roads	Gravel roads in the west should be considered as local secondary roads and scenic byways with speed limits of 25mph rather than the default of 35-45. This would make travel for ALL safer while reducing maintenance costs from pot holes and uneven surfacing that higher speeds create.
64.79.57.250	8. Transportation	4-28	Lanes	<p>"All roads in the RPA will be retained as 2-lane except Route 7, 15 and 621."</p> <p>This should serve to protect route 9 from calls to increase the number of lanes which would only serve to increase truck traffic from route 81. Route 9 should remain 2 lanes</p>
70.106.241.2 28	8. Transportation	Loudoun 2040 Countywide Transportation Roadway Plan map	Loudoun 2040 Countywide Transportation Roadway Plan map	I agree with the CTP plans proposed reductions of the ultimate number of lanes planned for some Ashburn area roads as shown on the draft Loudoun 2040 Countywide Transportation Roadway Plan map on page 117. Keeping Russell Branch Parkway and the Gloucester Parkway (between Loudoun County Pkwy and Route 28) as ultimately four lanes, instead of six lanes, is a good idea. I also agree with the CTP plan to keep other Ashburn area roads as ultimately two lanes, instead of four lanes. However, the draft CPT still shows Farmwell Road as planned for six lanes, but it should remain as ultimately four lane road. The four-lane ultimate condition is the preference of many Ashburn residents. Also, the Board of Supervisors approved the Farmwell Road Scope Adjustment at their March 22, 2018 Board business meeting, keeping the road as four lanes.

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173.66.36.18 1	8. Transportation	Loudoun 2040 Countywide Transportati on Roadway Plan map	Transportation Plan Map	Foley Branch Blvd in the Lower Foley subarea of the Transition Policy Area is planned for a maximum of 4 lanes. Please change this to 2 lanes to be a visual transition from suburban to rural. 4 lanes are not needed in this area.
173.66.36.18 1	8. Transportation	Loudoun 2040 Countywide Transportati on Roadway Plan map	Transportation Plan Map	4 roundabouts are being considered for funding via Smart Scale: Route 50 and Trailhead, Everfield and Route 50, Braddock Road and Route 50 and Braddock Road and Trailhead. Please add these roundabouts to the transportation plan map.
173.66.36.18 1	8. Transportation	Loudoun 2040 Countywide Transportati on Roadway Plan map	Transportation Plan Map	Route 50 is planned to be 4 lanes from Northstar Blvd to Trailhead Drive. A 2-lane roundabout is planned at Route 50 and Trailhead for traffic calming and safety. The existing 2 lanes on Route 50 before Trailhead Drive operates at an acceptable level and does not need to be expanded. The intersection is what needs to be improved not the lane capacity. Please change the ultimate condition of Route 50 before the roundabout to 2 lanes.
173.66.36.18 1	8. Transportation	64	Transition Policy Area	<p>The plan wants to "Modify the rural and countryside village zoning district standards to accommodate mixed use commercial centers and transition village development to expand housing diversity and improve commercial viability." In the 2001 plan, there were no rural and countryside village zoning districts. Rezoning to Rural Villages and Countryside Villages were discussed but there was no zoning district that permitted this type of development in the Transition Policy Area.</p> <p>Also, non-residential was comprised of uses that represent an appropriate transition. Mixed use commercial is located in the suburban policy area. This language needs to change to reflect the unique characteristics of the TPA.</p> <p>Please change this section in Policies, Strategies and Actions.</p>
173.66.36.18 1	8. Transportation	63	Transition Policy Area	<p>The plan says new development will appropriately address its impacts on services and facilities. Transition Village place types proposed on Route 50 and Braddock Road where 2 lanes will be the maximum condition will have a negative impact on the road infrastructure. Transition Village development on Evergreen Mills Road will have a negative impact on the road infrastructure. Road capacity and school overcrowding need to be studied before proposing high density development like Transition Village and Commercial in the TPA.</p>
173.72.193.1 88	8. Transportation	2-51 & 2-58	Chapter 2 Land Use	<p>am a resident of Old Town Ashburn and I do not agree with the proposed Suburban Commercial Community plan type, along with removing the Village plan type from my community. I had a chance to review the proposed changes at the Envision Loudoun work session and don't believe this is what we want in our town. My community is a small town consisting of single family homes and very little retail. The suggested plan type is calling for 8-24du/acre which is not in line with the Board Approved ZOAM-2016-0014 that my neighbors and myself</p>

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				<p>had fought for with 1-4du/acre. This community does not have the infrastructure to support this proposed plan type.</p> <p>I am proposing we add a Suburban small lot neighborhood (similar to the transition small lot neighborhood) plan type, which falls more in line with the current established neighborhood setting. This will allow our neighborhood to be consistent to the surrounding community and not put a burden on our lack of infrastructure. A small lot neighborhood has a suggested du/acre that is more in line with the ZOAM-2016-0014 that my neighbors and myself had fought to pass, along with the BOS approval. We need to think about keeping this community safe and believe this plan type will allow that to happen.</p>
50.59.105.10	8. Transportation	10-6	Planned Overpass at Severn Way	<p>On behalf of the owner of the property located at 45305 Severn Way, we would like to register a formal objection to a new Planned Overpass proposed on Route 28 in the vicinity of Severn Way in the latest draft Envision Loudoun materials. We reserve the right to provide additional objections to the Planned Overpass, but as part of this request for input and for the reasons set out below, we respectfully submit that it is unnecessary and should no longer be considered:</p> <ol style="list-style-type: none"> 1. We are not aware of any traffic study that has suggested a need for the Planned Overpass. Furthermore, we have found no information in the Envision Loudoun materials that provides justification for it. 2. The Planned Overpass has not been suggested or included in an adopted Countywide Transportation Plan and was not deemed necessary during the County's recent overhaul of the Comprehensive Plan guidance for the Route 28 Corridor. Proximate and convenient full interchanges exist on Route 28 to the north of Severn Way (Nokes Boulevard) and to the south (Waxpool Road). 3. The Planned Overpass will only connect Pacific Boulevard and Atlantic Boulevard; it will not continue westwards past Pacific Boulevard. With such a limited function, it is not clear why such an expensive overpass project is being contemplated. 4. The Planned Overpass will cause significant impacts to properties on the eastern and western sides of Route 28 without addressing an existing or anticipated need. 5. The Planned Overpass will serve areas that are zoned PD-IP and planned or developed with data center, industrial and warehouse type uses. These types of uses do not generate significant numbers of vehicle trips. Again, without a clear need it is inappropriate to include the Planned Overpass in the Envision Loudoun materials. <p>Should you require any further information at this time. Please do not hesitate to contact me.</p>
Written Comment	1. Introduction	None		Looks good, but we need more wider roads
Written Comment	2. Vision for Transportation	None		What happened to Route 50 Gateway to Loudoun. Remove the overpass. Have you done the studies that they are needed. Don't want to look like Route 7. The big power poles along part of Route 50 really

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				look bad. Overpasses will just add to a commercial look. I challenge the County to do better!
Written Comment	6. Mitigating the Impacts of Development	None		As more roads are constructed, do the roads first, this will be a pleasant place to live, you build houses first and then build roads.
Written Comment	10. Implementation	None		If this is adopted this will have major impact on property value in a bad way.
Written Comment	3. The Countywide Transportation Network	None		Need more roundabouts-fewer traffic lights and 4 way stops. Every new development tends to cause new stoplights-leads to traffic congestion
Written Comment	4. The Built Environment: Transportation and Land Use	None		Better planning is needed for each development. Subdivisions need to be interconnected. Get rid of all the cul-de-sacs. Roads should be used for traffic not just to put houses on.
Written Comment	7. Regional, State, and Local Coordination	None		Bi-County Pkwy-has this been removed from the plan or is it the same road w/ a different name (North Star). PW took it off their plan. 6 lanes of North Star Blvd need to go. No more than 4 lanes
Written Comment	2. Vision for Transportation	None		decrease stoplights (rt 50, 7, etc.), increase flow-easy through accurate stop light timing-increase traffic circles, build the bike Plath to Middleburg with "destinations" along the way for "fitness tourism"
Written Comment	1. Introduction	None		We need a light at Tall Cedar and Riding Center
Written Comment	3. The Countywide Transportation Network	None		Please finish Northstar and connect the two parts, please extend Tall Cedar across airport property and connect with 28
Written Comment	3. The Countywide Transportation Network	None		There is no fluid transportation (public) in the County. Very limited hours and no week and evening routes. I get tired of seeing people walk or bike to their jobs at night.
Written Comment	Loudoun 2040 Countywide Transportation Bicycle and Pedestrian Plan Map	None		I'm looking forward to more bike safe lanes and pedestrian pathways to connect
Written Comment	2. Vision for Transportation	None		Ensure regional roads thru transit areas minimally disrupt pedestrian activity.

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Written Comment	2. Vision for Transportation	None		Never 4 lane Route 9, Leave unpaved roads alone-part of the county's heritage and appeal
Written Comment	3. The Countywide Transportation Network	None		No more 4 lane roads!
Written Comment	6. Mitigating the Impacts of Development	None		No paving! pave in place if you must, more houses=more people=more congestion!!
Written Comment	Loudoun 2040 Countywide Transportation Bicycle and Pedestrian Plan Map	None		Horses cannot share trails with bikers
Written Comment	Loudoun 2040 Countywide Transportation Bicycle and Pedestrian Plan Map	None		Promote this and promote the rural road network
Written Comment	2. Vision for Transportation	None		existing housing developments boarding on major highways need pedestrian/bicycle safe sidewalks and crossings
Written Comment	6. Mitigating the Impacts of Development	None		Please leave open spaces open
Written Comment	8. Environmental and Heritage Resources	None		Please leave open spaces open!!
Written Comment	Loudoun 2040 Countywide Transportation Bicycle and Pedestrian Plan Map	None		Couldn't find this in the online information
Written Comment	2. Vision for Transportation	None		Urge that CTP include moving Evergreen Mills to 4-lanes with sidewalks all the way from Battlefield to Loudoun County Parkway and accelerate extension of Crosstrail between 267 and Evergreen Mills.
Written Comment	1. Introduction	None		Please maintain our rural rustic roads!
Written Comment	2. Vision for Transportation	None		Fewer housed=less congestion!

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Written Comment	4. The Built Environment: Transportation and Land Use	None		Mostly good language and good intentions, please respect the rural character of our unpaved roads, please protect, No sidewalk in
Written Comment	4. The Built Environment: Transportation and Land Use	4-17		No sidewalks in Lincoln!
Written Comment	1. Introduction	None		Emphasizing and promoting bicycle use can not only dangerous but insufficient use of our infrastructure. Although politically correct they inhibit the flow of traffic no matter how well designed on existing or future roadways.
Written Comment	2. Vision for Transportation	None		Please make sure that there are trees along major roads such as Route 7. Fairfax County Parkway is a major road, but it is still lined with trees on both sides. It's so much more attractive than the current Route 7.
Written Comment	10. Implementation	None		It would be great to bring car-share and bike-share programs such as zip cars & Capital Bike Share to Loudoun. Thank you!
Written Comment	3. The Countywide Transportation Network	None		The current proposed network seems to be lacking connectivity from western Loudoun on the Route 50 corridor to the new metro stations. Similarly, connectivity from the transition area along Rt 50 to the metro stations. A rural connection further west from Watson to the metro would enable safer options. for example, Red Hill Road from Watson to Ryan Road could enhance the network.
Written Comment	1. Introduction	None		We must fix the constant gridlock on Rts 15, 9, 50 and create new connections to Maryland and Prince William County, the key to solving our Transportation problem is more housing that is affordable.
Written Comment	3. The Countywide Transportation Network	None		More N/S options in eastern Loudoun.
Written Comment	4. The Built Environment: Transportation and Land Use	None		We must support the Silverline with better road access to our new stations.
Written Comment	5. Air Travel	None		Dulles Airport is Loudoun's top economic asset and we must focus investment to improve traffic on Rt 28, 50, 606
Written Comment	6. Mitigating the Impacts of Development	None		Loudoun needs a transportation network supportive of the County' vision to support economic development.
Written Comment	9. Prioritization and funding	None		Finish projects rather than having half a dozen half finished.

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Written Comment	Loudoun 2040 Countywide Transportation Bicycle and Pedestrian Plan Map	None		People can't bike to work if they can't ever afford to live in the county.
Written Comment	2. Vision for Transportation	None		Bicycle and Trail Plan: For safety concerns, please connect River Creek Parkway-across 7-to Crosstrail via bike trail-provide access to Lowe's Wegman's-ability to connect with trail that comes from Belmont and take you all the way into downtown Leesburg-promotes dining, brewery visits via bicycle and downtown
Written Comment	3. The Countywide Transportation Network	None		Has committee developed signage policy? We do not want to clutter our county with signs related to advertising
Written Comment	6. Mitigating the Impacts of Development	None		Has committee considered alternatives to black asphalt? The heat emitted from said surface is intense. Does an alternative exist, construct roads/bridges with environmentally friendly materials
Written Comment	2. Vision for Transportation	None		Significantly increase bus networks (especially to and from metro) and bike lands/path. Carfree/lite zones around metro stops
Written Comment	9. Prioritization and funding	None		prioritize more bike lanes/paths/interconnections, prioritize bus networks
Written Comment	2. Vision for Transportation	None	Street section board	Example street section board: plan sidewalks on one side of roadways only to reduce amount of impervious surfaces and reduce construction and maintenance costs
Written Comment	Loudoun 2040 Countywide Transportation Bicycle and Pedestrian Plan Map	None		Add mountain bike trails to the plan. Mountain bikers bring tourism revenue and local groups build and maintain trails free of charge
Written Comment	2. Vision for Transportation	None		JTHG policies should be incorporated into comp plan for Route 15. Heritage Preservation Commission should have more of a role in land development process.
Written Comment	3. The Countywide Transportation Network	None		Need a stronger connection from Ryan Road west to Route 50. Need a connection from Route 606 near Toll Road to Loudoun County Parkway other than the Toll Road.
Written Comment	3. The Countywide Transportation Network	3-1		Complete Streets. Is the county joining the National Complete Streets Coalition, and pledging to follow its guidelines? If so, I believe there are a number of inconsistencies throughout the Plan that are not Complete Streets Policies. For example, at 3.20 it is stated that only median

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				divided roads with four lanes or more should have pedestrian refuges (unless I have misread it).
Written Comment	3. The Countywide Transportation Network	3-32		Road Capacity. Loudoun’s traffic demand model exaggerates future volumes. It predicts a 3.8% increase in traffic each year; two other models used by VDOT have much, much lower predictions: .7%/year and .57%/year (two studies of Route 15). This is a hugely expensive exaggeration that must be corrected. The county should adopt another model.
Written Comment	3. The Countywide Transportation Network	3-4		The description of Traffic Calming should be prescriptive instead of descriptive. It should be more robust, and it should not be limited to local, suburban, or neighborhood streets. Increased safety and modification of driver behavior is needed throughout the network.
Written Comment	3. The Countywide Transportation Network	3-6		Cut through language and policies must be much stronger and make reference to procedures and policies, and VDOT program.
Written Comment	3. The Countywide Transportation Network	3-19		Roundabouts. Language and policy should echo VDOT state policy on roundabout adoption: “The Virginia General Assembly, in 2003, passed a resolution encouraging VDOT to construct more roundabouts instead of signalized intersections. Therefore, it is VDOT policy that roundabouts be considered when a project includes reconstructing, or constructing new, intersections. When the analysis shows that a roundabout is a feasible alternative, it should be considered the department’s preferred alternative, due to the proven substantial safety and operational benefits.”
Written Comment	3. The Countywide Transportation Network	3-20		Pedestrian refuge on median divided roads—delete “4-lane roads or greater”.
Written Comment	3. The Countywide Transportation Network	3-20		Natural features refer only to planting new trees, not retaining tree canopy and protecting existing trees. Again, passage is descriptive and not prescriptive—make stronger.
Written Comment	4. The Built Environment: Transportation and Land Use	4-2		The discussion of multimodal systems with distinctive designs for all modes of transit is inconsistent with Complete Streets principles. All roads (save freeways) should accommodate multiple modes of travel, safely.
Written Comment	4. The Built Environment: Transportation and Land Use	4-1-9		County, not developers should structure road design and access—more street grids, fewer windy little roads through developments with only one or to access point in and out.
Written Comment	4. The Built Environment: Transportation and Land Use	4-27		The Rural Roads are important, and it is very important that the county has recognized this, as well as the traffic calming effects of unpaved roads. The rural built environment criteria only address new buildings,

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				not current issues with roads in villages—particularly historic villages. Need strong protective language here.
Written Comment	4. The Built Environment: Transportation and Land Use	4-28		Need much stronger language for rural roads improvement, given VDOT’s rigid and backward approach and insensitivity to community needs and desires.
Written Comment	4. The Built Environment: Transportation and Land Use	4-29		Traffic calming language should be more expansive and stronger
Written Comment	4. The Built Environment: Transportation and Land Use	4-30		Travel Demand Model should be revised with “environmental capacity” of roads, particularly historic roads and byways, becoming the standard. The point is to decrease sprawl and induced demand, not cave in to the result of bad planning or development aspirations.
Written Comment	8. Environmental and Heritage Resources	8-3		Noise abatement policies should include prohibitions on engine braking by trucks.
Written Comment	8. Environmental and Heritage Resources	8-4		Entire section on Heritage Resources is descriptive and not prescriptive, in large part. No teeth, no protections, no policies. Weak! (As our president would say.) The county during the past year as paid no more than lip service to the JTHG Corridor Management Plan. As a member of the Route 15 stakeholders committee, I have no confidence that there is any intention to do so now. But I hope I am wrong.
Written Comment	Map	None		The Map at the Envision Loudoun demonstration that I attended at the County Office Building showed Route 15 being 4-laned all the way to Montesor Rd. The design for Route 15 north of White’s Ferry Rd has not yet been approved. Please remove that 4-lane designation until further studies (natural resources, historic structures, etc.) have been performed and the design approved. Additionally, I believe the bike trail planned along Route 15 north of White’s Ferry Rd. should be contained onto one side of the road only (west).
Written Comment	3. The Countywide Transportation Network	3-2		Road Capacity. Loudoun’s traffic demand model exaggerates future volumes. It predicts a 3.8% increase in traffic each year; two other models used by VDOT have much, much lower predictions: .7%/year and .57%/year (two studies of Route 15). This is a hugely expensive exaggeration that must be corrected. The county should adopt another model.
Written Comment	3. The Countywide Transportation Network	3-4		The description of Traffic Calming should be prescriptive instead of descriptive. It should be more robust, and it should not be limited to local, suburban, or neighborhood streets. Increased safety and modification of driver behavior is needed throughout the network.
Written Comment	3. The Countywide	3-6		Language and policies discussing cut-through traffic must be much stronger and make reference to procedures, policies and the VDOT program.

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	Transportation Network			
Written Comment	3. The Countywide Transportation Network	3-19		Roundabouts. Language and policy should echo VDOT state policy on roundabout adoption: “The Virginia General Assembly, in 2003, passed a resolution encouraging VDOT to construct more roundabouts instead of signalized intersections. Therefore, it is VDOT policy that roundabouts be considered when a project includes reconstructing, or constructing new, intersections. When the analysis shows that a roundabout is a feasible alternative, it should be considered the department’s preferred alternative, due to the proven substantial safety and operational benefits.”
Written Comment	3. the Countywide Transportation Network	3-20		The natural features section refers only to planting new trees, not retaining tree canopy and protecting existing trees. Again, passage is descriptive and not prescriptive—make stronger.
Written Comment	4. The Built Environment: Transportation and Land Use	4-2		The discussion of multimodal systems with distinctive designs for all modes of transit is inconsistent with the Complete Streets principles. All roads (save freeways) should accommodate multiple modes of travel, safely.
Written Comment	4. The Built Environment: Transportation and Land Use	4-4		The County, NOT developers, should structure road design and access (e.g., there should be more street grids & fewer windy little roads through developments with only one or to access point in and out).
Written Comment	4. The Built Environment: Transportation and Land Use	4-27		The rural built environment criteria only address new buildings, not current issues with roads in villages—particularly historic villages. Need strong protective language here.
Written Comment	4. The Built Environment: Transportation and Land Use	4-28		Need much stronger language for rural roads improvement, given VDOT’s rigid and backward approach and insensitivity to community needs and desires.
N/A	4. The Built Environment: Transportation and Land Use	4-29		Traffic calming language should be more expansive and stronger
N/A	4. The Built Environment: Transportation and Land Use	4-30		Travel Demand Model should be revised with “environmental capacity” of roads, particularly historic roads and byways, becoming the standard. The point is to decrease sprawl and induced demand, not cave in to the result of bad planning or development aspirations.
N/A	8. Environmental and Heritage Resources	8-3		Noise abatement policies should include prohibitions on engine braking by trucks.

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N/A	8. Environmental and Heritage Resources	8-4		The entire section on Heritage Resources is descriptive and not prescriptive, in large part. There needs to be more detail & policies and more protections in the plan here.
N/A	8. Environmental and Heritage Resources	8-4		The county during the past year has paid no more than lip service to the JTHG Corridor Management Plan. The County needs to do a better job incorporating this plan into its plan.

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208.255.153.241	GENERAL	General	Schools?	Looking for a clear plan to account for growing number of students that will enter our school system. Where are new schools being built?
208.255.153.240	GENERAL	General	Avoiding Economic Development Growth Pitfalls in Western Loudoun	Over the past 20 years I've been stationed at Vandenberg AFB in northern Santa Barbara County, CA four times between 1996 and 2016, and watched it grow from nearly pure rural agriculture to the bustling and rich Central Coast Wine Region with 3 major viticulture areas. Loudoun's wine region is where northern Santa Barbara County was about 10-15 years ago. I would highly encourage Loudoun County supervisors and economic development and tourism specialists - along with representatives from western Loudoun towns - contact and even visit northern Santa Barbara County and their towns like Santa Maria (akin to Leesburg), Buellton (Purcellville), Solvang (Middleburg) and Los Olivos and Los Alamos (Round Hill). Loudoun should learn the economic and infrastructure pitfalls and roadblocks Santa Barbara encountered as they were growing their wine regions, transportation infrastructure, and tourism sector, and perhaps we could avoid or be better able to compensate what they encountered.
208.255.153.240	GENERAL	General	Moving parts of rural area to transition area	I oppose changing the land north of Shreve Mill east of Evergreen Mill from rural to transition. If you absolutely must change it to transition, then it should be at the density of Lower Sycolin (1 du/10 acres). It currently is 1 du/20 acres and should not be downgraded so dramatically to Small Lot Neighborhood (1 du/acre).
208.255.153.240	GENERAL	General	Subareas of Transition Area	Perhaps I missed it, but I had to go to the previous plan to print a map of the subareas. A map of the subareas must be included in this plan. It is not a complete document if one has to go find another plan to see the map.
208.255.153.240	GENERAL	General	Don't Mess with the Transition Policy Area (TPA)!	The TPA is the heart and soul of the plan and its protection and enhancement is the key to ensuring that sprawl does not encroach into the TPA and Rural Policy Area. I am adamantly opposed to taking any land out of the Rural Policy Area and putting it into the TPA. That's unacceptable! If there is a compelling need to shift land out of one policy area into another, a commensurate amount of land from the policy area being increased should be granted back to the policy area where the land is coming from. In other words, if, say, 800 acres is

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				being redesignated from "Rural" to "TPA", then 800 acres should be shifted from "TPA" to "Rural". In other words, keep the equilibrium. The TPA is a fundamental concept--make the physical transition from urban/suburban to rural in a highly visible way. The planning and approval process for TPA applications should require far greater scrutiny than applications for the suburban and urban areas in terms of making sure that the application (whether it be for housing or some kind of light business use) is really an appropriate use for the TPA. The recently approved data center near Goose Creek was a horrendous violation of the TPA. It makes we wonder whether the TPA will even exist ten or twenty years from now, or whether it will be steadily eroded by development interests until it is essentially gone. That's my biggest worry. THE TPA needs to be preserved at all costs. All attempts to dilute it or reduce it must be opposed and rejected. PROTECT THE TPA!
208.255.153.240	GENERAL	General	water---safety on trails	The demand for water in the county has already seriously impacted the supply. Have studies been done to try to determine how much water is available during low flow periods? Secondly, will the paths and trails have safety call boxes similar to those found on college campuses or some type of policing?
208.255.153.240	GENERAL	General	wildlife habitats	Is proper consideration being given to our wildlife and their territories and habitats?
208.255.153.240	GENERAL	General	Rte. 7/28 Urban area	<p>Adamantly oppose making Rte. 7/28 an urban area.</p> <p>1) Opposed to urban anywhere in Loudoun but due to all the money we are committed to spending on metro, I guess we will have to put up with urban at the metro stops.</p> <p>2) Totally incompatible with current development in this area.</p> <p>3) Absolutely not wanted by people from the first Envision Loudoun meetings.</p> <p>4) Completely overloads Rte. 7 and Rte. 28. There is no escape route from either Rte. 7 or Rte. 28 since Rte. 28 dead ends at Rte. 7 and Rte. 7 is already congested.</p>
208.255.153.240	GENERAL	General	Building height issues	<p>1) No maximum building height at Urban Transit Centers. This is outrageous. Maximum 8 stories.</p> <p>2) Urban Employment can include data centers. But the maximum height for Urban Employment is 8 stories. No one wants to see an 8-story data center. Maximum for data centers should be 2-3 stories.</p> <p>3) Special Activity has no height restriction. This is unacceptable. Needs to be set at 8 stories.</p> <p>4) Light Industrial in the Transition Area allows up to 4 stories in height. This is too high, again especially for data centers which should be 2-3 stories max.</p>
208.255.153.240	GENERAL	General	Preservation & Conservation	I am encouraged by the language and guidelines that promote the conservation of land, green spaces, and agriculture in the western part of the county. Our resources, such as water supply and ample appropriate land for septic drain fields, are already stressed. It is essential to preserve the rural nature of the western part of the county

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				for our agriculturally based businesses, the health and well-being of residents, and the environment. The guidelines of the Loudoun 2040 General Plan support this. My concern is in the practice, implementation, and enforcement of these guidelines. Where are the details that hold politicians and developers accountable? Will the intention and spirit of these guidelines be honored, or will money speak? Will developers be required to follow through on the promises they make when they are courting the county politicians to get a building permit? Will they deliver on the green spaces they promise, and will those spaces be usable by residents, or will they be steep rocky areas or flood plains? We cannot keep chipping away little by little on the resources of the western part of the county. Politicians and government officials must enforce and carry out the preservation and conservation guidelines established in the proposed 2040 General Plan.
208.255.153.240	GENERAL	General	Urban Employment Areas	Data centers do not belong in Urban Employment Areas and they certainly should never be 8 stories which is the allowed height in Urban Employment.
208.255.153.240	GENERAL	General	Envision Loudoun Meetings	<p>1) It would be good to see developers to come to these meetings so that general public can ask or comment over development underway or planned.</p> <p>2) It is a lot of information for busy working people to invest time and to digest! Why don't you hold meetings that general public can more readily and easily understand and follow- I felt all these displays were simply like displays rather than live information to be discussed and input and feedback can be drawn, it is almost like you need to hold a degree in deciphering all these displays</p> <p>3) Please try to bring people throughout the county reflecting all spectrum of life so that these proposed vision can actually help the people who reside or work in Loudoun County now and in coming years</p> <p>4) The effort behind this is quite commandeering but in actual terms and in reality, how do I or my neighbor fit in this to be a part of that happy successful community envisioned ?</p>
208.255.153.240	GENERAL	General	937 Acres moving from rural to transition	These 937 acres should be explicitly identified. The whole plan would have been easier to understand if it explicitly identified changes from the previous plan to this plan instead of making the reader comb through all the 2040 maps.
208.255.153.240	GENERAL	General	Cattle Farm which extends from Evergreen Mill to Sycolin and 267	This is one of the most beautiful farms in Loudoun and it should not be covered with light industrial including data centers. Please just industrialize north of Sycolin/267 which is already visually atrocious. Driving down the Greenway will never be the same.
208.255.153.240	GENERAL	General	Who is this plan pleasing	Who is this plan written for --- The current residents who do not want additional growth and traffic problems or new residents and businesses? People want trails and parks and instead this plan gives them Light Industrial and Urban Centers. Not what we expected from all our efforts to give feedback to Envision Loudoun. As usual the development and business stakeholders co-opted the plan.

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208.255.153.240	GENERAL	General	Internet towers in the rural areas...	Could we pool together the wonderful smart technology folks in this County to help us better design ideas to solve our coverage issues in the West. Since our topography is so rolling, it leaves many serious pockets of homes that cannot get appropriate internet coverage using the usual methods. Is there not a 'silo design' we could put forth that perhaps neighbors could come together to help pay for if neighbors pooled together to gift portions of their land to build such a structure? It would have to be economically viable for both the landowners and the service providers. Wishing that we could bridge the gap so that it is a win-win for all parties.
208.255.153.240	GENERAL	General	Proposed Scenic Byways...	I grew up near Bloomfield and am so thrilled that you all have proposed to put forth to the state that the roads from Bluemont (Foggy Bottom, Bloomfield and Foxcroft) all the way to Middleburg will be classified as a Scenic Byway. That is awesome. Some of that roadway system is gravel and that is wonderful. We in Western Loudoun, and I was born that and live there still, just LOVE our gravel roads!!! Thank you for all your hard work on this!!!
71.171.90.3	GENERAL	General	County Transportation Plan	<p>Great emphasis on Bike and Ped throughout the plan and we really appreciate the steps taken and helping the county move forward toward a more walkable and bikable county. The direct integration of the bike and pedestrian facilities with the vehicle plans associated with each Policy Area is a good approach.</p> <p>We believe clarity could be improved on the description of each type of the 7 Bicycle Facilities to be used by the County.</p> <p>Current Bike Facility Descriptions (According to the 2040 Draft map):</p> <ol style="list-style-type: none"> i. Shared lane with pedestrian facilities provided as called for by geographic policy area ii. Striped bike lane with pedestrian facilities provided as called for by geographic policy area iii. Trail on one side of the road and sidewalk on the other side of the road iv. Trails on both sides of the road (Urban/Suburban/Transition) v. Trail on one side of the road (Rural) vi. Washington and Old Dominion Trail vii. Regional Trail <p>Proposed Bike Facility Descriptions: (note: first three are on road/street facilities, others are separated from the vehicle roadways)</p> <ol style="list-style-type: none"> i. Striped Bike Lane: A marked portion of a roadway that has been designated for exclusive use by bicyclists. Bike lanes are for one-way travel only. ii. Marked Shared Lane (Sharrow): A roadway that includes pavement markings to indicate the appropriate position for bicyclists using a travel lane that is shared by motor vehicles and bicycles. While bicyclists have the right to use the full travel lane, a sharrow alerts motorists to the presence of bicyclists along particular routes that are commonly used by bicyclists but where there is not adequate space for a bike lane. iii. Paved Shoulders: Roadways with areas of pavement just outside the regular travel lane. Paved shoulders may be used by bicyclists similar to a bike lane but may also accommodate stopped vehicles, emergency use, and pedestrians. For the purpose of this map, paved shoulders are indicated only along roadways that do not have curb and gutter (i.e. rural roadways).

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				<p>iv. Off Street Trails on Both Sides of Roadways: Paved multi-use paths, generally 10 wide. Trails are shared by bicyclists, pedestrians, joggers, dog walkers, strollers and other non-motorized uses.</p> <p>v. Off Street Trail on one side of Roadway, Sidewalk on other side: Paved multi-use path is generally 10 wide. Sidewalks are 4’ to 6’ wide. Trails are shared by bicyclists, pedestrians, joggers, dog walkers, strollers and other non-motorized uses. Sidewalks are reserved for non-bicycle use.</p> <p>vi. Off Road Rural Trail: A paved multi-use path (~10 wide) generally aligned with road right of ways, and an optional unpaved bridle path along opposite side of roadway. Off road trails typically provide routes with a reduced number of street crossings or encounters with motor vehicle traffic. Trails are shared by bicyclists, pedestrians, joggers/runners, dog walkers, and other non-motorized uses.</p> <p>vii. Regional Trail: A paved multi-use path (~10 wide) not aligned with road right of ways. These trails, along scenic byways have unique Right of Ways. They include the W&OD Trail and future County Trails. These typically provide routes with a reduced number of street crossings or encounters with motor vehicle traffic. Trails are shared by bicyclists, pedestrians, joggers/runners, dog walkers, and other non-motorized uses.</p> <p>The plan could be then enhanced with how these various bike facilities would be applied in each of Loudoun County’s geographic Policy Areas. You folks have done a great job of describing the Urban Policy area and how bicycle facilities will be implemented within that area. We encourage similar complete descriptions of how bike and ped facilities will be implemented in the other policy areas (suburban, rural, transition) as was done for the urban policy area. We suggest the following assignment of above proposed facilities by Policy area:</p> <p>Rural: ii: Marked Sharrows; iii: Shoulders; vi: Off Road Rural Trail; and vii: Regional Trails Suburban: i: Striped Bike Lane; ii: Marked Sharrows; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vii: Regional Trails Transition: i: Striped Bike Lane; ii: Marked Sharrows; iii: Shoulders; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vi: Off Road Rural Trail; vii: Regional Trails Urban: Striped Bike Lane; ii: Marked Sharrows; iv: Off Street Trails on Both Sides; v: Off Street Trail one side, Sidewalk other side; vii: Regional Trails</p> <p>We suggest that specific Routes or Trails with start and end points be identified on the 2040 map and referenced within the County Transportation Plan document. We welcome the addition of the Regional Trails concept. Great idea and we love the placements along the Broad Run and Goose Creek (assuming it is far enough away from the streams to not violate any required natural buffers). The identified Bike Routes would be made up various and often multiple bike facilities and have signage to indicate to drivers where to expect cyclists and for cyclists on where to turn and which bike facility to follow. Bike Loudoun has identified some Bike Routes we would very much like to include on your implementation plans in the first few years. In addition, the County Transportation Plan Document should include mention of these routes and how signage would be funded, and which department(s)</p>

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				<p>would be responsible for designing, locating, installing and maintaining the bike route signage. Currently the document only states in Chapter 10 Implementation of the Plan: Study opportunities for signed bicycle routes to encourage and facilitate longer distance bicycle travel in the County. We would very much like this strengthened to, for example The County will implement various short and long-haul bike routes with appropriate way finding signs to facilitate both commuting and recreational bike alternatives. Here are our initial priority routes: Note these all have links to our Bike Loudoun website where you can see more details of each of the proposed routes.</p> <p>Metro Station Routes: Clear signage to guide cyclists who commute on the W&OD showing wayfinding routes to the 2 new Metro stations in Loudoun County. This may also include key wayfinding signs from large employment centers (i. e. US Customs & Boarder Control Bldg.) to the nearest Metro Station.</p> <p>White’s Ferry to Ball’s Bluff Connection: This would allow cyclists to bike from the C&O Canal Path to the W&OD, as Leesburg recently signed a route from Ball’s Bluff to the W&OD. In addition, this route would be made up of various bike facilities, including an Off Road Rural Trail along Route 15, a Regional Trail along an Easement owned by NOVA Parks which follows the old Balls Bluff Cemetery Road from Route 15 to Ball’s Bluff Regional Park and either a Marked Sharrow facility on White’s Ferry Road, or an Off Road Rural Trail along part of White’s Ferry Road, dependent on final design. We suggest that the Regional Trail now marked on the 2040 Map follow this route, rather than the current one shown via the West Side of Leesburg.</p> <p>Purcellville / Round Hill / Franklin Park Loop: This signed route would provide a loop starting and ending at the current terminus of the W&OD Trail. Starting in Purcellville at the former RR Station, it would follow Hillsboro Road (#690) then head west, utilizing shoulders on the newly widened Alders School Road, then follow an existing Off-Street Trail along State 719, heading South into Round Hill. Once in Round Hill it would follow a new Off-Street Trail, which goes under Highway 7 (tunnel) to Sleeter Lake and then on to Franklin Park. The County is currently designing a new Off Road Rural Trail from Franklin Park to Purcellville. See attached file for diagram of this route.</p> <p>Ride Hill, Hops and Vine Route: This route is designed to support and complement Western Loudoun’s agro-tourism business to provide a safe route along lightly traveled roads through Northern Loudoun. The route is mostly a Marked Sharrow Route, following routes 704 from Hamilton to Waterford, then 665 from Waterford to Taylorstown, then 672 to Lovettsville and heading to Mountain Road (#690) south to Hillsboro, and then on to Route 719 to Round Hill. Once in Round Hill it would follow the segment from c: Round Hill Franklin Park Loop above back to Purcellville and then the W&OD to Hamilton. Other signed routes would be added to this list over time.</p> <p>Community Engagement and Bike Pedestrian Coordinator. Bike Loudoun and the greater cycling citizenry of Loudoun applaud the inclusion of the words in Chapter 10 Implementation of the Plan: Form a Citizen Bicycle and Pedestrian Advisory Committee to review and improve planning of bicycle and pedestrian facilities in the County. We</p>

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				at Bike Loudoun would very much like to be part of this Committee. We also strongly encourage the County to maintain a full time Bike and Ped Coordinator on your County Transportation Department staff roster. Such a role is critical to ensure productive and efficient planning and implementation of these various bike routes and bike facilities and make it easier for the Community to interact with the Transportation Department.
173.72.209.105	GENERAL	General	Increased Density	While I applaud the interest in concentrating growth around the metro stops and the maintenance of the rural character of Western Loudoun, the new plan contains too much new development, particularly in the transition area already established through much deliberation. The County needs to concentrate on improving life for its current residents--the problems of traffic and schools and roads must be addressed. Allowing more growth than is already "on the books", particularly residential growth, will bring more such problems without bringing the monies with which to deal with the problems. There is ample evidence to prove that statement, and the hope contained in the plan that allowing more industrial/commercial uses and more houses is simply wishful thinking. Please leave the transition area alone.
208.255.153.241	GENERAL	General	Restaurant Saturation	I see all of these 'urban' areas pop up with new restaurants that last about a year before they have to close down because they can no longer afford to stay. i.e.. Smokehouse Live, Not Your Average Joes. It seems that we are so saturated with choice that only the best survives and leave lots of empty buildings. how do we support local business?
208.255.153.241	GENERAL	General	Bike and Ped transportation	Coming out of Leesburg in the Fort Evans/River Creek corridor there is not safe travel options to the WO&D and parts of the road to not have bike paths. We have kids and feel it is not safe in our area. How can we improve? we feel we sit on the 'town' bubble, but we are not in town. '
208.255.153.241	GENERAL	General	Environment	How specifically do you plan to protect our rivers and streams when I just see another development going up next to Tuscarora Creek and the data center on Goose Creek?
73.152.9.221	GENERAL	General	Urban Sprawl	The current version of the comprehensive plan states the TPA includes 937 acres of RPA from previous plans. It would seem to me we should explain the rationale behind this shift in acreage from the RPA to TPA. The crux of current community blow-back, both in on-line comments and local media, is this land-use shift, the loss of 450 acres of open space, and the anxiety revolving around the "True North" development adjacent to Goose Creek. The aspiration to facilitate more residential and commercial development in the TPA merely encourages further suburban/urban sprawl to the west in future iterations of the Comprehensive Plan. Absent some explanation behind the land-use shift from the RPA to the TPA and mitigating controls to prevent further erosion of the RPA, this is going to be a significant stumbling point for the county and ultimate adoption of the plan.
73.152.7.161	GENERAL	General	Preserving Western Loudoun	The rural nature and land of western Loudoun must be preserved! Language in the plan is a good start, but it must be more specific and prevent significant housing or large scale commercial development in the western part of the county. The plan language needs to be stronger. Developers should not dictate what our county will become. We need to

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				stop the development as we have already built beyond our natural resources. The quality of water from our well is much poorer and the rate of flow is much lower than it was 30 or 40 years ago. All of our neighbors' struggle with concerns about their wells.
38.111.137.1 31	GENERAL	General	Protection of Rural Western Loudoun County: open space, agricultural uses and historic resources	<p>The draft plan only generally supports maintaining the rural zone but provides no specific protections.</p> <p>Chapter 2 basically says no houses but that the rural economy should be doubled in the next ten years. This is completely irresponsible and will destroy the rural nature of the area. There is no definition of what is "rural" about the businesses that will be allowed. This should be a limiting factor in approving the types of businesses that will be allowed. Zoning needs to be stricter in areas such as what will be allowed.</p> <p>Encouraging "voluntary" use of easements, Ag Districts PDR and TPR is ok but we really need active support by the County. The County should set aside funds to help people get an easement (i.e. pay attorney and survey fees for example).</p> <p>The County should fund the PDR program that has been on the books for years--but not funded. We want to keep open space and preserve the unique landscape and agricultural nature of western Loudoun County.</p> <p>Regarding historic resources, no one will want to visit our valuable sites if they are jammed in between industrial types of economic developments.</p> <p>The Mosby Heritage Area Association has a Preservation Plan granted by the National Park Service to protect the Civil War Battlefields of Aldie, Middleburg and Upperville. The plan has a detailed map of the 1863 battles that runs from just east of Aldie to west of Upperville(yes some of this is in Fauquier but mostly in Loudoun). Why isn't this included in Chapter 3's map of historic districts?</p> <p>The Plan also needs to address protection of the environment and our completely unique network of rural roads.</p> <p>Regarding the thought that residential clusters should be preferred is not working out. The designated parts of existing clusters mostly involve maximum residential development on the best land so that the designated ag lots contain the worst land and cannot serve any ag purpose.</p> <p>Please strengthen the plan to create a realistic chance of saving open space and ag uses. We lost a tremendous amount of acreage in the past 20 years. If that trend continues we will have very little open space left.</p> <p>It is the open space, ag uses and historic resources that cause people to visit western Loudoun. If it gets filled with development, people won't come to visit and will just go to their bars in their own neighborhoods. Thank you for considering my comments</p>
73.152.0.246	GENERAL	General	Industrial Development in the Transition	How dare you think it is acceptable to your constituents that you take a 10-acre zoning area for housing and turn it into an industrial zone? Who

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			Area along the Greenway	do you all honestly think you are? You are a disgrace as leadership to this once-beautiful county.
73.216.37.17 2	GENERAL	General	Housing	I urge the Board to look carefully at the phasing of additional homes and to come up with a plan for provision of the infrastructure at the same time the County is growing. Lack of proffers is going to affect us negatively for years to come.
208.255.153. 178	GENERAL	General	Route 28 Bridge study	Build it & they will come. No Bridge from Loudoun County to Maryland
38.111.137.1 30	GENERAL	General	General Plan - Overall	I think the plan is just fine. It encompasses a lot of different ideas and strategies. And if it is just a "General" Plan then it meets the goal. Looks like it will be a useful guide for the Board to approve or deny applications. Easier to understand than the last plan.
38.111.137.1 30	GENERAL	General	Transportation Plan - Overall	I think the plan is fine but some of the chapters can be combined. When you have one or two-page chapters, it comes across as choppy or like it may be unfinished. I submitted separately what chapters should be combined.
108.31.179.2 46	GENERAL	General	Density of development in Transition area.	As a general matter the plan currently allows too much scattered but dense development in the transition area. There is so much dense development along Route 50 that it really can't be considered a transition area any longer. It is clearly suburban.
174.204.4.24 2	GENERAL	General	Transition Policy Area	I've lived in the TPA for five years and moved here for the policies that restrict the number of housing units. Increasing density would be a huge mistake for this area and ruin the reason that many people have chosen to move to this area.
208.255.153. 167	GENERAL	General	rural area and transition area and area around towns	rural area--is there any more innovative idea than building 7500 more homes? must we make many roads like 9 and 15 four lanes, seems like two lanes with good shoulders and roundabouts work well; development in the rural area changes it for life it is not like urban renewal in the urban areas, why not more parks, more tools to keep farmers farming, why not outdoor music spaces on large tracts, just feel by not opening rural, which I understand you have not brought creative tools to protect it. Transition zone has too much development, does not look like transition at all anymore Towns--not sure what process you have used and what your plan is, but towns need to be involved especially for gateway developments
208.255.153. 167	GENERAL	General	congestion	let's look at not making every answer four lane consider more roundabouts and two lanes with good shoulders multi use trails need to happen more connecting the towns start with dangerous 690.and connect Hillsboro to Purcellville with multi modal trails, then connect Hillsboro to Lovettsville. looks like round hill and Purcellville is a natural too transportation drives the tourism we want to keep the rural area vibrant...seems like though listed this is not happening soon enough

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208.255.153.167	GENERAL	General	route9 plan	would like to see roundabouts along route 9 like you have on route 50. need at harpers ferry road and 9 Hillsboro and 287 and 9
208.255.153.167	GENERAL	General	green space	much more needed in forestry, hiking trails we have plenty of soccer fields. We need natural habitats much more needed on scenic by paths and ways more needed on outdoor music pavilions
208.255.153.167	GENERAL	General	growth tool and protection	lots of good ideas on how to build around metro and have high density but what about investment in the rural? what tools did you use to help farmers to stay farming or tools to keep agricultural rich soils in cultivation rather than housing developments what creative tools have you used to address by right growth that was the result of past ..not current--BOS decisions
208.255.153.167	GENERAL	General	development	like the way you are clustering high density in east. Makes sense but seems like you lacked imagination for rural west and towns
208.255.153.167	GENERAL	General	investment in small agro businesses in the west	What economic incentives does the county, or this plan propose to attract and retain our agro tourism business? so much is about attracting data centers and large box --which yes creates and maintains jobs. But look at the agritourism industry. What does this plan have for them? very little
208.255.153.167	GENERAL	General	open space in Transition zone	why would you ever reduce the open space in the transition area
208.255.153.167	GENERAL	General	data centers and other roof tops	where are the ideas. And county investment to green the roofs of the west to offer solar across county in an affordable way
208.255.153.167	GENERAL	General	river walks	want to see more about riparian buffers and natural trails along our rivers and streams county needs to look at passport programs that allow registered (for a fee) hikers to walk our county look at models on private and public lands in the south and in England. Why not have a vision for a walkable county and an interconnection of trails in the west from wineries to b&bs to restaurants to towns no one town can take this on--this is where county leadership and investment is so critical
208.255.153.167	GENERAL	General	conservation zones	why not be more creative on conservation plans and offer matching grants or incentives to get the land owners of 10 acres to be part of this program
208.255.153.167	GENERAL	General	coordination with towns	very important to have another strategy session with towns, looking at gateways, looking at where they are going and how this all plays and also looking at their assets that might need your investment
208.255.153.167	GENERAL	General	developers roles and responsibilities--restoring natural habitat	given proffers are gone. Silly why can't we have regs about amount of soil disturbed requires a like investment in habitat repair how can we approve these fake looking subdivisions with landscaping that is so formal and un natural can't we have more trees and more native trees as part of the transportation plan and the buffering why not offer more to individuals to green and replace the tree canopy of Loudoun

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208.255.153.167	GENERAL	General	signage	can we be more creative with VDOT and develop templates of signage that is not so ugly, so large and imposing but still ensures safety the amount of signage for a roundabout is more than you eye can handle can't we request as part of our heritage plan to ensure that signage is lessened this is part of a beautification plan that is most needed
208.255.153.167	GENERAL	General	historic district	why have you not listed town of Hillsboro has a historic district--entire town is on registry
208.255.153.167	GENERAL	General	hillsboro	need to add to historic district map
208.255.153.167	GENERAL	General	investment in historic resources	what is the vision to support the historic districts in towns and villages you say you do in your overall goals? But could not see tangible actions in the plans
208.255.153.167	GENERAL	General	bike paths looking like paths and trails not little roads	too many of the new trails look like suburban mini roads please at least in the rural west be more creative and make them look more natural look at colonial Williamsburg to Richmond for a successful model
208.255.153.167	GENERAL	General	connect the town sooner than later	see the vision to connect the towns in 2040 plan. But funding needs to move more to this. If we want to be a viable county of the future. We need this now
208.255.153.167	GENERAL	General	Purchase/Transfer Development Rights	The county should aggressively utilize the tools currently in its purview to protect rural land. High densities along the metro should be permitted in exchange for transfer of development rights.
208.255.153.167	GENERAL	General	tools for the west	use the tools you mention.. PDR TDR.. and be creative and use to encourage more protection in the west
208.255.153.167	GENERAL	General	Multi-modal trails to connect Towns	It should be a policy to connect western rural towns via multi-modal trails
208.255.153.167	GENERAL	General	cell towers	please protect our mountain sides and no more cell towers that harm the view scape forever
208.255.153.167	GENERAL	General	Internet towers in the rural areas...	Mountain ridgelines must be protected, and more cell towers should not be permitted in the rural areas
208.255.153.167	GENERAL	General	create new programs for land use	look at your land use offerings to properties smaller than 10 acres
208.255.153.167	GENERAL	General	Green infrastructure	County facilities, roadsides, new development and re-development should use native plants for landscaping. Add protection for meadows, which are a critical and disappearing part of our ecosystem. Require bird-friendly design in new county facilities and commercial development. New residential should have sidewalk on one side of the street, to save money and reduce stormwater runoff. Plan for mountain bike trails on par with neighboring counties.

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96.241.127.1 93	GENERAL	General	Transition Area Policy	<p>Our family moved to Loudoun County almost three years ago to escape the housing density, commercial density, and traffic congestion of Fairfax County. We chose Willowsford Greens as our community and chose a 1/2-acre lot that affords us views, large areas of green spaces, wide open spaces, dark skies, and privacy. We also like the quality of construction in our area. We have watched subsequent homes being built along Braddock Rd. west of Northstar and the increased density and poorer quality construction are not comparable to Willowsford or the other already existing developments heading toward Hwy 15. We were dismayed at the plans to build another Harris Teeter at the corner of Northstar and Braddock (there is no need for it since there is already one only 2 miles away). We are also extremely opposed to the proposed high density multi-family "Transition Village" at Northstar and Braddock. This kind of development is precisely what we don't want in the Transition Zone. Not only would it be an eye-sore, but it would draw huge amounts of traffic to an intersection that is already jammed at certain times of day and has a history of frequent accidents, it would negatively affect our quality of life by increasing traffic, ruining dark skies, and increasing noise. The quality of construction would highly likely not be comparable to the nearest neighborhood in the Transition zone. We were also shocked to see another high density small lot area proposed further west on Braddock. Apparently, this area has building restrictions that would not allow that kind of zoning anyway, so it does not give us any confidence that the planning committee did their due diligence in preparing the plan. It suggests that there is a big push by developers to exploit the green spaces of the Transition Zone.</p> <p>We have attended all the different phases of Envision Loudoun and consistently submitted our thoughts and concerns. We do not see them represented in this final stage. We ask that the remaining parcels in the Transition Zone parcels be developed according to the current zoning, consistent and compatible with existing developments.</p>
71.171.97.13 6	GENERAL	General	Energy, Climate	<p>Background</p> <p>Loudoun citizens concerned about the environment and Climate Change have been asked to provide input to the Envision Process. Concerned citizens are not Community Planners but represent the engineering community and the environmental sciences community and the solar contracting community. We do not have the expertise to add text to the new comprehensive plan but can identify areas that we believe need to be included. In reviewing other comprehensive plans from Virginia cities and counties, chapters devoted to Sustainability or energy were written by professionals such as Virginia Tech, the Northern Virginia Regional Commission, and American Institute of Architects (AIA) assembled Sustainability Design Assessment Team (SDAT). In addition, local community committees worked with these professionals. We recommend the same level of expertise be used to work with community committees to write Loudoun County's Comprehensive Plan chapters regarding the environment, energy, and sustainability.</p> <p>Links to comprehensive plan references used: Arlington County: http://cligs.vt.edu/wp-content/uploads/2013/06/Arlington-CEP-Review.pdf Chesterfield County, VA: https://www.southernenvironment.org/uploads/publications/Sustainab</p>

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				<p>le_Richmond_042010_Final.pdf City of VA Beach: https://www.vbgov.com/government/departments/planning/2016ComprehensivePlan/Documents/Section%202.2_%20Environmental%20Stewardship_Final_5.17.16.pdf</p> <p>Loudoun County is a member of the Metropolitan Council of Governments and must take an active role in carrying out recommendations made in the Regional Climate and Energy Action Plan. A Climate, Energy, and Environment Policy Committee 2017-2020 plan to promote voluntary action and progress by local jurisdictions in metropolitan Washington is available: .https://www.mwcog.org/documents/2017/03/23/regional-climate-and-energy-action-plan-climate--energy-climate-change-energy/. This plan identifies recommended actions for local governments aimed at reducing the carbon impact of the built environment, energy, and transportation sectors, while increasing resiliency and improving education and outreach. This document, as well as other comprehensive plans from other VA cities and municipalities, has been used to make recommendations for Loudoun County.</p> <p>Multiple objectives guide our recommendations: 1. Mitigate climate change by reducing greenhouse gas emissions from Loudoun County and transitioning to 100% Renewables (wind, water, solar, geothermal) by 2050, reaching 85% by 2035, http://thesolutionsproject.org/. 2. Promote sustainable communities that provide well-designed mixed use, walk-able & bike-able communities that better integrate where we live, work, and shop, reducing the need to drive everywhere. 3. Guide new development to designated growth areas located near mass transit. 4. Protect rural and natural areas. 5. Advance greener building so that new and existing structures are healthier, cleaner, and more energy efficient. 6. Provide greater transportation choices to reduce the number of cars on the road.</p> <p>Loudoun is Unique Loudoun is unique to the Metro area in that a significant portion of the County remains undeveloped. In addition, multiple data centers are located in Loudoun, creating a huge demand for electrical energy. As much as 70 percent of all Internet traffic flows through Loudoun County data centers each day, according to the county department of economic development [Connell, https://biz.loudoun.gov/key-business-sectors/data-centers/] Unfortunately, The boom came, however, without creating many jobs. (https://www.washingtonpost.com/business/capitalbusiness/data-centers-boom-in-loudoun-county-but-jobs-arent-following/2014/01/17/b4a704c8-7f0e-11e3-93c1-0e888170b723_story.html?utm_term=.2928fdb267c2)</p> <p>These differences, undeveloped portions of Loudoun County and the data center boom, require special consideration as suggested below. Topics recommended for inclusion in the Envision Process</p> <p>1. Reduce energy consumption by 20% 2018-2023 in both the public facilities and privately owned commercial buildings and residences. a. Promote high performance/green buildings that prioritize energy efficiency.</p>

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				<p>b. Implement District Energy utilizing waste heat from data centers for nearby residences and businesses.</p> <p>c. Require the global standard for data center efficiency as codified through Loudoun zoning and building codes.</p> <p>d. Support new building codes requiring energy efficiency measures.</p> <p>2. Increase use of renewable sources of energy in Loudoun in all sectors to 20% by 2020, 85% by 2035, 100% by 2050.</p> <p>a. Implement Commercial Property Assessed Clean Energy program.</p> <p>b. Participate in Green Power Purchases for public facilities.</p> <p>c. Support legislation for Residential Property Assessed Clean Energy program.</p> <p>d. Support Mandatory Renewable Portfolio Standard in VA.</p> <p>3. Advance/promote Sustainable Regional Mobility to reduce transportation sector greenhouse gas emissions</p> <p>a. Increase EV ownership & install EV charging stations at County parking lots. Encourage EV charging station installation on private parking lots.</p> <p>b. Reduce vehicle miles travelled per capita by providing transportation choices.</p> <p>c. Transition public fleets (police, fire & rescue, school busses, public busses) to electric vehicles by 2035.</p> <p>d. Promote alternative work arrangements to include, but not limited to, telework, flex-time options for government employees.</p> <p>e. Incentivize transit for commuting to work.</p> <p>4. Increase Sustainable Urban Development</p> <p>a. Facilitate sustainable development patterns including mixed use at mass transit facilities.</p> <p>b. Reduce loss of resource lands, canopy and vegetation from development by supporting the Loudoun County tree and forest protection ordinance as well as the forthcoming Council of Governments tree canopy strategy.</p> <p>c. Preserve & promote agriculture in Western Loudoun, including but not limited to Farm Breweries, Vineyards, Community Supported Agriculture Farms, Hops Farms.</p> <p>5. Move Towards Zero Waste from public and private facilities.</p> <p>a. Promote residential curb-side collection of recyclables in developed areas.</p> <p>b. Increase recycling rate in Loudoun County from 38.5% in 2014 (https://www.novaregion.org/DocumentCenter/View/11026) to at least 50% by 2020 (MWCOG Regional Climate & Energy Action Plan) and 100% by 2050.</p> <p>c. Adopt and enforce recycling requirements for businesses.</p> <p>d. Develop food waste composting programs for residences, restaurants, and grocery stores.</p> <p>6. Build Regional Resilience</p> <p>a. Assess community vulnerabilities (social, ecological, economic, public health) to climate impacts.</p> <p>b. Adopt climate adaptation/resiliency plan, policies or initiatives.</p> <p>7. Protect Equity and Health of vulnerable populations.</p>

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				<p>a. Incorporate social equity, cultural sensitivity, and community health considerations into local climate change planning, program, and policy decisions.</p> <p>8. Grow the Regional Clean Economy a. Develop public investment and local policies that support resource and energy efficiency and clean infrastructure investments. i. Adopt environmentally preferable purchasing policies to facilitate public purchasing of goods and services that reduce impacts to human and environmental health. ii. Increase the percent of government spending on climate- & environmentally- friendly products or services.</p>
98.118.251.53	GENERAL	General	Quality of Life 1	<p>While I appreciate all the work that has gone into this, the plan only superficially addresses quality of life. The reason so many people are moving to Loudoun, especially around Loudoun One and west, is the beauty of the area. We now see data centers with their thrumming noise and ugly block construction encroaching on the green areas e.g. Goose Creek data center. We need to keep the natural beauty, not just on the surface but below. Think of water pollution from development, loss of habitat for mammals and insects, which help the thriving winery and farm agritourism economy. Once it's gone, it's gone. Residential development will slow greatly if you take away what made us move here.</p> <p>Traffic is getting worse and worse. Yes, removing traffic lights on Rte. 7 has helped. With rising tolls and increasing development, however, congestion on 7 is just going to get worse. There is no bus transit. There are few park and ride commuter options. Traffic to and from MD on Rte. 15 and by extension 7 worsens and weekends no longer see a decrease in the number of cars. More cars, more people, more erosion, more emissions. This growth has to slow.</p> <p>We need to keep the green infrastructure from shrinking to the point that there are just pockets of green. Talk to any wildlife expert and you'll know it takes more than just pockets of green. When residents complain about too many deer and more coyotes, remember why - we continue to take away their habitat, which means fewer natural predators. Birds need more than pockets of trees in which to thrive. We need to think about green corridors that are linked. Humans need green to relax after days spent in cubicles and in traffic. Parks are ok but it's the woodlands and the wildlife and the water that bring true soul-calming.</p> <p>Consider too, please, when you install lights of any kind using ones designed to prevent light from shining upwards. When was the last time you saw the Milky Way without driving almost to West Virginia? Again, quality of life.</p> <p>Loudoun may be the fastest growing county around but are and will the residents be the happiest? Not if we keep adding houses, data centers, shopping centers and office space without truly considering why Loudoun is so attractive. Ultimately, it's the green infrastructure. Not patches of green in the middle of an industrial park but real open space. Don't turn this area into Ballston, Arlington or Tyson's.</p> <p>Think about why we love it here and please keep Loudoun unique.</p>

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173.79.109.1 76	GENERAL	General	History of Loudoun	The county has much history, such as Civil War sites, old black community churches that are still providing services, Quaker sites(Lincoln), etc. that need to be specifically identified and should be preserved.
173.79.109.1 76	GENERAL	General	Older communities.	Merely identifying areas into categories is not enough. For example, the Sterling boulevard area of Sterling which is the initial foundation of Loudoun needs to have specific ideas of redevelopment. A plan, maybe similar to the Mosaic Area (Merrifield in Fairfax County for example) should be detailed. If not, this area will be passed over, since new residence of the county likely never go there, but a significant of residence live in that area and deserve consideration.
173.79.109.1 76	GENERAL	General	Approval of plan.	Why should the BOS be the approving authority? The county voters should be made part of the process and be given the right to vote on the plan. My understanding is that approximately 2500 residents provided comments during the original sessions. With a population of approximately 400,000 that represents .00625 percent. Terrible! The developers and those interested in business opportunities obviously will dominate the discuss. At least if its put on the ballot (obviously it will pass because the money interest will dominate), those who vote will at least have a direct opportunity to consider it.
173.79.109.1 76	GENERAL	General	Currently vacant industrial/business parks.	If one drives around Eastern Loudoun, one cannot miss the number of For Lease signage around numerous industrial/office parks. What specific actions are being considered to resolve that issue? If not occupied and made productive, they will become slums in 20 years. The eastern part of the county will have vast areas of waste land. Make them productive BEFORE building new ones.
173.79.109.1 76	GENERAL	General	Current Herndon, VA	I realize Herndon is in Fairfax County, but using it as example, 20 years ago the area around OX road and Herndon Parkway were relatively nice areas. Go look at them now! I fear many areas of currently developed parts of the county will become just like these areas Let's not just look to expand but spend much time and resources to improve the existing, or people will just keep moving west and then what happens to the plan.
173.79.109.1 76	GENERAL	General	Reasonable cost housing for teachers, firemen, daycare providers, etc.	The plan only provides these groups generalities. Housing for them must not be "low cost house" but reasonable priced. Attracting these folks to "low cost housing" is demeaning. Their amenities must be commensurate with the rest of the population. They are NOT second-class citizens and should not be made to feel that way.
173.79.109.1 76	GENERAL	General	Low cost housing.	I recently read an article that the BOS is providing a \$2.5 million loan for 48 low cost apartments to a developer. This appears to be disingenuous attempt to address the issue. If this is an example of BOS approach to the issue, the IMPLEMENTATION of the plan is Dead on ARRIVAL.
173.79.109.1 76	GENERAL	General	Growth around metro areas.	Well thought out growth around these areas is vital. Areas similar to Mosaic District in the Merrifield area of Fairfax County should be used as examples for the metro areas. They should not become solely office complexes. They should be living areas/shopping area/ recreation areas. Cascades Overlook is another example of what should be considered. Definitely NOT Tysons Corner!

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173.79.109.1 76	GENERAL	General	Facilities to retain the history and culture of the county.	I was not able to find specific recommendations for facilities/museums to preserve the historical, art, culture, etc. of the county. I believe it is vital for these facilities to specifically be mentioned in the plan. The county currently has few such facilities (Loudoun Museum, such as it is, Balch Library, excellent, etc.) Currently, the county has many older individuals, such Gene Scheel, who have a wealth o knowledge, written many books about the settlements, civil war activities, maps, furniture etc., that must centralize and preserved in the county. Recent, residents, I suspect, know much more about the wineries, beer establishments, etc., than county history. Where would they go to obtain it?
173.79.109.1 76	GENERAL	General	Congratulations	I would like to compliment all the stakeholders and the Loudoun County Planning staff members who are involved in this process. I know that it is a vast undertaking that will NOT satisfy anyone, which means you have done your job! Keep plugging away. The County needs a vision and guidelines for the future. Even if the political process, funding, etc. is not there, you will know that you have tried to look out for the future.
173.79.109.1 76	GENERAL	General	Guarantees?	Some mechanism much be incorporated to that the final plan will in fact be used by future BOS, planners, etc. Creating a plan without any process to use it is not worth the time and effort. Some formal process must be incorporated (public vote?) to make it mandatory to be followed or properly amended like our Constitution so future BOS, politicians, developers, etc. are required to adhere to it. Waivers/exemptions must be strictly reviewed and publicly debated.
173.79.109.1 76	GENERAL	General	General Observation	I predict that within 20/25 years a complete urbanized corridor will exist from Sterling (route 7) through Leesburg, Purcellville, to Round Hill. This will divide the county north to south.
173.79.109.1 76	GENERAL	General	Prior Data Gather sessions	I attended two of the sessions republic input and the information sessions held at Cascade Senior Center on 22 May. My unscientific observation of attendees indicated that the vast majority of attendees were well over 50 and as glibly indicated to one of planning members, most of the folks here will either be Florida or dead in 20 years. I don't know how, but this process needs to include a much higher portion of the those you are trying to attract and retain in the county then you have currently. The thought processes and interests of the 30-50-year-old are vastly different than those over 50 and currently decision on the BOS. The process needs to have the input of the younger group or the plan will be representative of the needs of the coming generation.
173.79.109.1 76	GENERAL	General	Infrastructure before development.	If one has been at Loudoun County HS during dismissal and the seen the traffic and confusion around Dry Mill Road, one would wonder why any rational city government would even consider the Rogers Farm development without resolving the road issue first? Just the potential development construction traffic would cause a traffic nightmare w/o the permanent approximately 200 proposed homes. Oh, and by the way, what about preserving the historical homes and trees in the area. How does this plan preclude this situation from occurring in the future?
173.79.109.1 76	GENERAL	General	Economic Development	Why is a must to continue to expand economic development? Would it not be a refreshing idea to significantly limit future economic development and instead maintain the scenic beauty and history of our

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				county? Is there really a need to bring more development and hence more people to the county? Why not encourage retention of what we have and not push to expand the population? Why does the county need to grow to 500, 600, 700 thousand or even a million people in the future? Is it written in some magic document that growth is must? I have a resident of the county since 1987 and have seen the great explosion in housing developments, light industry, data centers, highways, schools, etc. I realize that growth is needed, but business always overtake quality of life. If you limit significant growth we have a hope of retaining the quality of life the county has, however, increased businesses, drives the need for homes, roads, traffic, need for schools, etc. At some people, an individual need to realize that quality of life is more important, than making more money, having a bigger house, having more shopping center, restaurants, malls, etc.
173.79.109.1 76	GENERAL	General	Data Centers	The plan MUST include an exit plan for what happens when the approximately 75 data center and growing be obsolete? Look at the clothing industry in New England, steel mills in the mid-west, auto industry in Detroit, garment industry in New York City, military base closures, etc. History is full of examples where eventually products or services become obsolete and the communities are left with a devastated economy and shambles of neighborhoods. Who truly believes that data centers will never become obsolete is dreaming. Ok, we can always tear them down and build more houses, malls, etc., but I suspect that people move on to other localities. In 20 years, Loudoun may face this issue, what is the contingency plan? Oh, build more wineries (that fad will eventually end), or more breweries (fad already competing with wineries). Data Center alley will become a burned-out wasteland in the near future (that's what 20 years represents).
173.79.109.1 76	GENERAL	General	Lansdowne Town Center example	Please look at the issues that this center is experiencing. It was developed approximately 10-15 years ago and has always experienced high vacancy/turnover of businesses aging of facilities, etc. This has happened in other similar town centers in the county. Sterling Park, Countryside, Sugarland Run, Dulles Town Center, along route 7 in Sterling etc. New developments attract lots of initial excitement, but eventually a newer more modern ones come along, and older ones lose their appeal. What happens when the Village of Leesburg, the Ashburn Village Great Falls Center, shopping areas etc., become older and not as attractive, who/what/how are they addressed in the plan? Human nature moves on to newer, bigger, brighter venues and those you cannot afford it are left with older areas with no attention. Just identifying them as "place type" or "zoning district" is of little value. Areas like Ashburn Village will become future Sterling Parks and Sugarland Runs. How does the plan "specifically" address this eventuality? Terms like, encourage, support, promote, facilitate, etc. are of little value in preventing similar occurrences in the future.
64.79.56.193	GENERAL	General	Limits to growth - When are there enough people and human structures in the county?	If the Planning Commission can't answer this question in terms of people of different ages, the County service requirements and the environment's carrying capacity for those people and services, you are not doing your job. If you don't think there are humane limits to growth, you are part of the problem, not the solution. Stand up to the pressures from politicians whose concerns are about re-election campaign contributions and do the right thing. This is a great opportunity to set limits - don't blow it.

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209.190.203.18	GENERAL	General	Comprehensive Plan	<p>Dear Board of Supervisors,</p> <p>I moved to downtown Leesburg in 2004 at the height of the building boom before it went bust in 2008. The first Board I was a citizen under approved massive building in Western Loudoun which hit the pause button with the financial collapse of 2008. Now the economy has roared back thanks in large part to the efforts of the Obama Administration and the residents of Loudoun County are faced with a stark choice. Do we destroy Western Loudoun's booming rural economy and farmland with sprawling, scattered developments with no school or road infrastructure in place OR do we maintain the rural economy which is beloved by visitors and residents and preserve the rural identity of all the lands west of Leesburg? Why in God's name and any other name you can think of would you cave to developers and their campaign contributions to wipe out the bright future of Western Loudoun County? Frankly, and you all do need to hear frankly, if we wanted to live in Eastern Loudoun, we would have moved there. Those that do often head west to enjoy a non-residential suburban experience. They bought in the East knowing the West was where they could visit and relax and enjoy. And if visitors to the county wanted to site see in Eastern Loudoun, they would do so. But they do not do so. They drive or cycle or hike out in the West for a multitude of agricultural and other rural recreational activities. And the farmers and farmers markets and vineyards and so many agricultural businesses that are filling Richmond's coffers cannot survive the plan being put forth.</p> <p>Please listen to the residents of Loudoun County. Don't scatter developments, destroy the water available to farmers and animals alike. Say NO to the baser commercial instincts and false promises of those who want to maximize their profits before the next housing/financial recession happens. Preserve Western Loudoun. It is a fine legacy to look back upon when you have retired from public service.</p>
104.129.194.153	GENERAL	General	General Plan	<p>Thank you for opportunity to get a view at Envision Loudoun, I have attended open house in Eagle Ridge Middle School on May 21st. I am sharing my thoughts based on this open house session.</p> <p>In areas nearby, Reston Town Center stands out for walking friendly, shopping and play areas for children. I find the areas along water (like board walk/river walk) welcoming and relaxing. I hope these characteristics are being incorporated into General Plan.</p> <p>From Land Use perspective, attracting higher education institutes will not only provide opportunities for count residents but also provide skilled in-demand workforce to attract employers to the area.</p> <p>New development, especially in areas with town-homes and multi-family homes, ensure sufficient parking spaces. I am facing significant challenge in Brambleton in this aspect.</p> <p>Similar to active adult communities, consider developing communities that are attractive and affordable to millennials.</p> <p>Residents in Ashburn behind Dulles Airport are in immediate need of alternate route to very expensive Dulles Greenway. Please prioritize Russell Branch Road extension to Route 28 at Sterling Road and ease congestion at Loudoun County Parkway and Dulles Toll Road.</p>

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174.204.8.25 4	GENERAL	General	County Wide Transportation Plan	<p>For our patients, EMS and physicians----- quick and easy access to healthcare services greatly increases the chances of successful outcomes in a person’s life & well-being.</p> <p>It is overwhelmingly documented that delayed or challenged access points to healthcare ---- can significantly decrease positive outcomes and in many cases can be the difference between life or death.</p> <p>All other acute Hospitals in Northern Virginia are afforded easy access to and from major highways to allow for:</p> <ol style="list-style-type: none"> 1) Fast arrival to Emergency Services 2) Ease for patients to utilize ancillary services of hospital such as; lab, radiology, surgical services 3) Visibility and awareness of hospital and services to the public <p>We ask for the same considerations and hope the committee considers our comments. With the amount of stops on rt 50, at some point we will need to have Free Flow like route 7.</p>
174.204.12.1 34	GENERAL	General	Transition Area	<p>The Plan allows a higher density of residential units in too many places and it does so without an integrated transit and school siting and land acquisition plan.</p> <p>It also includes a new Urban Planning Area and new suburban employment and commercial centers which would allow for more intense residential development along Rt. 7.</p>
174.204.12.1 34	GENERAL	General	Rural Area	<p>The draft proposes to convert over 800 acres of land from the Rural Policy Area into the Transition Policy Area, which would allow more residential and industrial development there.... The density increases are based on the notion that we need more residential growth in order to increase the commercial tax base. This is based on a theory that the commercial tax base will offset the costs that come with residential growth.</p> <p>In Loudoun if you build residential new residents will most certainly come, forcing school redistricting and additional traffic congestion...</p> <p>Integral to Loudoun County is the rural settings upon which these villages should be placed.</p> <p>Where is the logic here.</p>
64.79.53.141	GENERAL	General	The Plan Fails to Effectively Protect the Transition Zone and Rural Policy Area	<p>The Envision Loudoun meetings were a refreshing change that allowed residents to convey their concerns over too much scattered growth and congestion, their desire for more affordable housing, parks, trails, and environmental and historic protection. Unfortunately, the policy language in the draft plan is not specific enough to effectively provide that protection. There should be no new housing in the Rural Policy Area and Transition Policy Area. I disagree with the stated goal to attract new residents to the county and believe that will very soon destroy the natural beauty and the high standard of living currently available to county residents. It would be wonderful to have a forward thinking</p>

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				sustainable living plan that incorporates alternative energies on a large scale and helps farmers to survive.
88.211.127.181	GENERAL	General	Preserve Western Loudoun	You all are not respecting the overwhelming consensus that we need to preserve the Rural West and put a stop to increased sprawl in the Transitional Zone. We need more concrete protections to preserve the beautiful countryside that remains. Furthermore, the roads and infrastructure cannot withstand the proposed increase in housing! Let the citizens determine the future and not the bank accounts of the developers. This plan does not protect our rural space.
71.163.18.20	GENERAL	General	The Massive Over-Building Must Slow Down	Why has the open space around Beaverdam been saturated with housing? This has despoiled this natural resource and threatens its long-term use and value. Please force proposed high-density housing around the metro stops in Loudoun as well as the proposed ones to Leesburg. Make developers pay MORE for the roads they put thousands and thousands of more cars on, on a daily basis. YOU MUST KEEP OPEN SPACE OPEN OR NO ONE WILL WANT TO LIVE HERE. Please make every step to establish and grow more public parks, and nature trails. Lastly, please EXPAND EXPONENTIALLY the size of GILBERT'S CORNER REGIONAL PARK. It is entirely too small and completely un-able to support the catastrophic over-development and construction in the Braddock, Aldie, Lenah, Gilbert's Corner area. Please, please, PLEASE give us more open space and public parks - WE DON'T HAVE ENOUGH IN LOUDOUN!!
64.79.50.138	GENERAL	General	"By-right" housing in RPA.	The number 1 or 2 Rural Economy challenge is the future impact of 11,000 housing units (7500 units between now and 2040. Loudoun County needs to provide leadership and support to develop a robust program with public and private partners to full the tools in this plan to increase the number of working farms in conservation easements and bring in resources from the state and federal sources.
64.79.50.138	GENERAL	General	Transportation in the RPA	Our major roads that are currently 2 lanes - portions of 15, route 9 and route 50 need improvement to increase efficiency and safety. This involves turning lanes, roundabouts, bike paths, road lineage, road signs etc. This does not mean road widening. Loudoun's commission study for Route 9 showed that increasing the road to 4 lanes would just increase traffic, increase the conversion of farms to subdivisions and bring more trucks on to the road.
108.44.145.38	GENERAL	General	Control sprawl!	Development should be focused around the Metro stations. We need to protect the rural and open spaces of Loudoun before it's too late.
64.79.50.138	GENERAL	General	Allowing commercial and light industrial in the RPA - under implementation Chapter 7-18	There are couple of actions that open up the RPA for commercial and light industrial and reference to " non-agriculture" commercial use. The RPA land value is least expensive than the Suburban and Transition areas. If the RPA is opened up the area will become the area not grounded in its heritage and not related to agriculture. It is critical to prevent our rich ag soils from being covered with industrial buildings due to cheap land prices. If it is non-ag related we should not encourage these businesses for this unique, protected area.

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64.79.50.138	GENERAL	General	Rural Incentive section	Using a special rural tax district to generate funding dollars for PDRs will be difficult and should not be the main focus for establishing a PDR program. Very limited use.
64.79.50.138	GENERAL	General	Tenant housing on farms and apartment dwellings/dormitories	Too broad. Needs more restrictive language. Concern is how to manage farm worker only tenants.
96.241.44.185	GENERAL	General	Transition Area density	Please do not increase the density in the Transition area. Our schools are already over capacity. Even when new schools open, they are opening at 100% capacity. Please do not sacrifice our children's education in order to put in more houses and make more money.
166.216.165.118	GENERAL	General	Residential Density Increases	The summary board shown at the meeting I attended last week stated that 1,500 additional units are proposed for the Transitional Policy Area. This is, I understand, on top of 4,000 units allowed under the previous plan, but not yet built. I am opposed to this further development of the TPA. I believe it needs to be protected, and the previous residential limits retained.
74.123.32.50	GENERAL	General	2040 CTP Still Needs Work	<p>While I appreciate the many hours put in by the stakeholders of Envision Loudoun, I do not support Loudoun's new draft 2040 Countywide Transportation Plan. It allows too much scattered residential development without adequate growth management to control the impact on traffic, taxes, schools and quality of life for existing residents. The new draft policy language also does not adequately address the public's desire for affordable housing, parks, trails, and environmental and historic protection.</p> <p>I also just learned that the draft 2040 CTP states that Rt. 15 is to become like Rt. 7: a principal arterial expressway, with access only at major intersections. Does this mean no farm equipment, no roadside farm stands, no antiques markets, no school buses picking up children, no left-hand turns in and out of the three parks, and no left turns for property owners whose 120 roads, driveways, and entrances front the byway? Does this will mean the end of farming, the end of the scenic byway, and the beginning of the end of rural Loudoun?</p> <p>No farming equipment means no farms; no farms mean more houses. The county staff wrote this chapter at the same time they were touting how closely they were listening to citizens' concerns and desires for Loudoun's future. Were they listening to those farmers, producers, and residents in western Loudoun? What then becomes of the billion-dollar tourism industry western Loudoun brings to the County?</p> <p>The draft of the 2040 CTP is a commendable start but far from completion. I ask that Envision Loudoun, County Planners and Loudoun Supervisors further review the public input and adjust the CTP accordingly which means more specific language regarding development in the transition area, environmental protections, and the recommended Rt. 15 improvements.</p>

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208.255.153.254	GENERAL	General	Major flaws that need to be addressed	<p>"The comprehensive plan that is currently being presented to the community has major flaws that must be addressed:</p> <p>-It lacks controls for unwanted growth and development. Accordingly, it fails to inspire confidence that county officials can manage the community's will. One example is the decision by supervisors earlier this year to allow the construction of a massive data center, known as True North, on Goose Creek in the transition zone near Leesburg. In calling that vote possibly the worst vote this board has ever taken, Catocin Supervisor Geary Higgins (R) acknowledged that the supervisors had the capacity to make other dumb decisions about development. What prevents similarly dumb decisions in the rural zone?</p> <p>-It fails to properly account for all the costs and benefits of growth. The math remains fuzzy, economically and politically. How to pay for roads, traffic, infrastructure, schools and socio-economic challenges associated with growth as the county already struggles to keep up? What is the impact on taxes in a county where current leadership pledges to cut taxes? Other than developers, who benefits from accelerated growth?</p> <p>-It fails the character test. The draft assumes a future of urbanism that assimilates Loudoun into the sprawl of sameness in the region surrounding Washington, D.C. It undervalues the distinctive characteristics of the county that make it an uncommon place to work and live."</p> <p>Source: https://www.loudountimes.com/opinion/editorial-comprehensive-plan-draft-has-us-holding-our-noses/article_36954ed8-5f5a-11e8-8000-7753fba1ee3c.html</p>
216.40.79.204	GENERAL	General	Concerns about overdevelopment	<p>Hi there,</p> <p>I'd like the draft plan to be less focused on development, and more focused on preserving green and rural spaces. To be specific, I'd like to see much less growth of data-centers and small storage facilities primarily, but also retail and residential development. A previous version of the draft comprehensive plan included greenhouse gas reduction target, and I would like to see that GHG reduction target (or one that is more aggressive) returned. Lastly, please make every effort to ensure that development in the Transition zone is very limited, especially data center development.</p> <p>More comments soon hopefully. Thanks.</p>
70.106.244.75	GENERAL	General	General Plan - TPA	<p>This draft does not respond to the overwhelming public consensus that the TPA should have less growth. The draft's vague wording and lack of specifics and constraints would open TPA to rampant small lot and village developments.</p>
172.243.131.130	GENERAL	General	Loudoun Plan	<p>I am very concerned that the Comprehensive plan proposed allows too much development in western Loudoun County, and scattered out in too many areas. Most of the residents of western Loudoun have based their homes and businesses here because they love rural land and the beautiful Virginia countryside - please don't allow rampant development to ruin it for those of us who have made our lives here!</p>
166.216.165.118	GENERAL	General	Farmers overlooked	<p>I attended the input session at John Champe High School. We were asked to put stickers on maps to represent our home and work</p>

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				locations. A planning employee, noting many dots in the same locations, said "I'm surprised to see so many telecommuters." We said, "We're farmers." While this is a small anecdote, I do worry that it reflects a failure of planners to consider and understand the needs of Loudoun farmers.
166.216.165.118	GENERAL	General	Vagueness == need more specificity	I am concerned that the current comprehensive plan's goals and policies are being replaced by vague statements that do not differentiate Loudoun's unique character from any other place, and that will not adequately protect our natural assets.
73.148.110.58	GENERAL	General	Long term cost of residential development	Please limit new residential development to the amount of tax revenue generated by non-residential development to support the necessary schools, police, fire services. Since residential development costs the County more than the houses can support in taxes, there is no reason to increase the number of houses unless other, separate, sources of revenue are built.
208.87.233.201	GENERAL	General	Land Use - Data Centers	<p>The area of land north of the Greenway, northwest of the airport and east of Loudoun County Parkway, appears to be recommended as an Urban Transit Center. Urban Transit Centers call for high density residential, office and retail development. This is surprising given the flight paths that extend directly over this area.</p> <p>The economic development chapter (in Figure 2) also has this land within a data center overlay ('data center alley'). The policies for the Urban Transit Center land use type directly conflict with this "data center alley" overlay. This is confusing for citizens who own property in this location and should be clarified. Given the flight paths and the concentration of power and data centers in this area of the county, data centers and similar uses would be much more appropriate as opposed to residential and high intensity uses. Those uses should be more specifically concentrated directly around the metro stations, but not also in this area where many data centers are popping up today that could be there for decades. These uses drain less County resources and generate a large amount of taxes for purposes of paying for metro.</p>
73.148.110.58	GENERAL	General	Agricultural land	Please implement specific policies to prevent the permanent destruction of high-value agricultural land. Development in the Rural area should be limited to land that is either too steep, too rocky, or otherwise unsuitable to agricultural use. Since high-value agricultural land in Loudoun County is in limited supply, and shrinking, the Vision should be specifically designed to protect all sites which have agricultural potential. The "highest and best use" of good agricultural land is agriculture, not construction of any kind.
108.44.216.69	GENERAL	General	Concentrate development near metro stations	This document allows too much residential and commercial development in the Transition Zone. Development should be concentrated near the new metro stations rather than scattered throughout the county.
108.44.216.69	GENERAL	General	Green Infrastructure	Maintaining green infrastructure should be the #1 priority. In the long run, everyone pays when we don't (thru things like flooding when we develop open and forested lands)

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73.171.2.170	GENERAL	General	Roundabouts, transition area	<p>I have commented specifically on the transition area, regarding housing density and wetland management. I also commented on the transportation plan regarding roundabouts. I grew up in Fairfax County and have been coming out to Middleburg since 1981. I know what bad development done at a fast rate looks like. Route 50 is very quickly becoming an ugly nightmare of a road. We need more roundabouts to move traffic in and out of the current neighborhoods safely and efficiently.</p> <p>I went to the Open House at John Champe HS and looked at the transportation map. I was horrified to see the number of planned interchanges/ overpasses on route 50. This cannot happen. Roundabouts are the answer. Traffic moves, there is vegetation, slower speeds, less fatal accidents and no blockage of the sun and landscape by a hideous overpass.</p> <p>Native Plants: In all places in the county where green space is maintained or created, please bring in the many local experts on VA Native Plants to ensure that low-maintenance, appropriate vegetation is used. Invasive plants like ivy, Bradford pear trees, Russian Olive, nandina, prairie grasses and many other non-natives are a waste of money and do not help maintain moisture. Natives thrive in all kinds of weather in VA. Developers should be required to have native plants in their landscaping at entrances to neighborhoods. Steep slopes with grass that has to be mowed are ridiculous and should be covered with native ground cover instead.</p> <p>Thank you for this opportunity to comment. It is very important. I am disappointed that the form was difficult to use because the page numbers did not match up.</p>
173.66.23.24 1	GENERAL	General	Trailhead Drive, running through Willowsford Grove community	<p>Since Trailhead Drive was connected to Hwy 50, our quality of life has been very negatively impacted. Our family used to comfortably move about through our neighborhood from sidewalk to trail from amenity to amenity, feeling safe. We can no longer allow our children to cross trailhead on their bikes or on foot because the amount of traffic and the speed of the traffic is so great and so fast. The sound of the constant racing dump trucks, cement trucks and general speeding cars is also very imposing on our previously quiet lifestyle. We've seen police a couple of times doing speed checks, but also see that the commuters cutting through our neighborhood are warning drivers of police ahead by flashing their headlights, so I doubt the police have a handle on how fast cars are driving. It's very disappointing. So much for the prior feel of the community. The speed should be lower, more pedestrian signs installed and other promised thoroughfares built quickly (Northstar Blvd). Paving Lenah Road will also pull some traffic off of our community street.</p>
71.62.184.24 2	GENERAL	General	Protecting rural Loudoun	<p>It seems to me that the new draft plan quietly increases developer's opportunities in Western Loudoun County at the same time threatening more rural countryside as well as the sacred TPA. Special interests must not be allowed to corrupt the process. Please ensure that we do not lose the important open spaces in the west which are core to the fabric of Loudoun County.</p>

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166.216.165.52	GENERAL	General	transportation	<p>Having lived in rural Loudoun since 1971 and being involved in the rural economy (B&B owners as well as cattle farming), I am very interested in maintaining our rural landscapes and the unimproved roads from which landscapes can be viewed and enjoyed. There is no going back when roads are straightened and paved for more cars.</p> <p>I am very encouraged that the BOS has stated they do not contemplate changing the Rural Policy Area. That is very encouraging! Please continue to hold fast against the development and real estate community!</p>
172.56.4.131	GENERAL	General	Water supply	The industry standards for protecting water supplies must be uniform throughout the county, not just near key sources.
166.216.165.118	GENERAL	General	Overall - scattered growth	I am concerned that the plan has too much scattered growth and congestion, while not clearly addressing affordable housing, parks, trails, and environmental and historic protection. Unfortunately, the policy language in the draft plan is not specific enough to effectively address these issues.
166.216.165.118	GENERAL	General	Rural Policy Area - Density	The Summary Board "Are Residential Density Increases Proposed?" states that there are no density increases in the Rural Policy Area. That is misleading since land is being re-classified from Rural to Transition, and then would be more dense under the TPA density.
166.216.165.118	GENERAL	General	Areas for Development	Loudoun has to take a step back from embracing development everywhere and consider a different approach - one that focuses development at the new Metro stations. We have the opportunity to create a vibrant, walkable urban area there, instead of allowing more scattered development across the whole County.
166.216.165.118	GENERAL	General	Growth is not sustainable	<p>The density increases in the draft plan are based on the theory that Loudoun needs more residential growth in order to increase the commercial tax base. This assumes that the commercial tax base will offset the costs that come with residential growth. However, there is no real evidence that enough commercial development would fill in the scattered mixed-use locations to make that a reality. This is especially true given the changing office and retail markets, and Loudoun's lagging office and employment sectors.</p> <p>In Loudoun, if you build residential, new residents will most certainly come, forcing school redistrictings and additional traffic congestion. And although residents generally approve of growth at the Loudoun Metro stations, they don't favor scattering growth increases elsewhere.</p> <p>It's just not sustainable. Loudoun already has an approved but unbuilt pipeline of almost 30,000 housing units and current zoning that would allow ~20,000 additional units (taken from page 33 of the Loudoun Foundations Report). Scattering even more housing just increases traffic congestion and compounds the challenge of providing services to existing County residents.</p>
38.111.137.131	GENERAL	General	Transition Policy Area	I do not support changing the boundaries of the rural or transition policy areas. Please keep as is.

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38.111.137.131	GENERAL	General	Text pictures	Overall, this plan needs less text and more pictures and illustrations.
71.62.80.131	GENERAL	General	Placing area P into the transition policy area	I've lived in this area since 1970 the change is tremendous, I feel everything has developed around us with schools above and below and a soccer stadium next door, this is a good area to help in development pressure which blends quite nicely with all that has been built up around here. One of the stated goals was to create a economic force, by moving area P into the transition policy area helps to realize that goal. As a longtime resident this makes sense to me. when you see what's around us thank you for your consideration on this matter.
73.152.3.186	GENERAL	General	Too general	The 2040 plan is too general. There is too much flexibility for developers. There aren't many policies.
73.152.3.186	GENERAL	General	Rural Roads	I do not support widening or paving rural roads. If you build it, they will keep coming.
73.152.3.186	GENERAL	General	Transit	I support public transportation and transit options in the east.
172.56.4.131	GENERAL	General	Bikeability	New developments must design for being walkeable and bikeable. We need to be able to bike between and within communities.
172.56.4.131	GENERAL	General	Density	New developments should be clustered. Preserve existing standards for density, do not create new villages and JMLAs in the transition zone.
172.56.4.131	GENERAL	General	Energy	Require/encourage to the full extent possible the implementation of the highest energy efficiency available in building standards. The transition to renewable energy is the most paramount issue for the future. If managing this transition to lifesaving solar and wind power is beyond the purview of this plan, the county must demonstrate commitment to a sustainable future by implementing planning dedicated to curbing the release of greenhouse gases. Designing development that makes mass transit attractive and useful is key. Utilize county green space for promoting habitat protection and carbon storage through plantings. Encourage composting, which repurposes food waste and could help support small kitchen gardens in new developments. Manage the county's carbon budget as closely as you monitor the financial budget. It will pay off.
208.54.35.253	GENERAL	General	Defects in the comment process	<p>I read the draft General Plan and Transportation Plan, and then attended the open house session in South Riding on May 24. But I have serious reservations about the process for submitting comments.</p> <p>First, commenters should be required to identify themselves, their residence and/or business address, and provide other information about their personal or financial interests in the Plan. The anonymity of commenters makes it harder to evaluate comments and invites abuse. Comments by Loudoun residents who stand to be affected by the proposals should carry special weight, but there is no means of evaluating comments in that light. Anonymity encourages gaming behaviors, such as submission by a commenter of multiple comments stated with just enough variation to avoid their being rejected as duplicates. And land development interests are especially likely to</p>

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				<p>game the system because they have the resources and incentive to submit multiple comments without disclosing the interests that underlie them. This defect in the process undermines the credibility of the comment process and may run afoul of freedom of information policies.</p> <p>Second, the comment format impedes citizens from presenting effective and informative criticisms of the draft Plans. The format instructs commenters to be highly specific page numbers, topic descriptions or general, which is not defined and implies that comments should focus on a very high level apart from specific proposals. This artificial bifurcation between specific and general makes it awkward to comment on cut-across issues that recur multiple times in the Plan unless the commenter bears the burden of noting each instance and page number in which the issue arises. It also encourages segmentation of the analysis inviting multiple specific comments that are presented and evaluated separately, and which escape overall assessment of their relationships and cumulative impact. For example, the division of the Plan into separate Urban-Suburban-Transition-Rural areas, and solicitation of either page-specific or general comments thereon, makes it difficult to comment on the interplay of these distinct categories. Development in any of the UPA, SPA or TPA will increase development pressure in the RPA, suggesting the need for new mechanisms operating to reduce development pressure on the RPA. This is neither a page-specific nor general issue. While the Plan mentions TDRs and PDRs in an aspirational sense, it's difficult to formulate comments that fit within the specific-general bifurcation.</p> <p>Third, it's difficult to escape the suspicion that time pressures are operating against conscientious consideration of the public comments. The process has already exceeded anticipated deadlines, and it appears that there will be a sprint to incorporate comments in draft Plans in time to present them to the Planning Commission on a fast schedule. Consequently, even if public comments indicate fundamental concerns that the draft Plans do not adequately address as seems likely those concerns will not be reflected in the draft Plans that are submitted to the Commission.</p>
208.54.35.25 3	GENERAL	General	Serious Misstatements in the Summary Boards	<p>Many citizens who attended the open houses will draw their understanding of the draft Plans from the Summary Boards. But there is no mechanism in the specific-general bifurcation for commenting on the Boards. That is a serious flaw in the comment process because some of the Summary Boards are so misleading that they call into question important aspects of the process.</p> <p>A good example of this problem is the Summary Board entitled Are Residential Density Increases Proposed? The Board misleadingly represents that there will be 13,500 potential new units in the UPA and SPA, and 1500 in the TPA. This is misleading because the natural meaning of new units is additional homes that don't yet exist. Given that understanding, the Board substantially understates the new units that can be built by 2040. The potential new units are all those that can be built under existing regulations plus those allowed under the new Plan. An accurate statement would be that there will be about 5600 potential new units in the TPA, and I've been unable to find a statement about the total units that could be built in the UPA and SPA. The Summary Board badly understates the true impact of the draft Plan.</p>

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				<p>The same Summary Board also misleads when it states that 1500 additional units urged by developers on lands to be moved into the TPA from the RPA would result in no density increases in the RPA. This is a shell game. The proposal is to subtract some lands from the RPA, transfer the subtracted lands to the TPA, and increase the allowable development on those lands after the transfer. The assertion that there are no density increases in the RPA is not genuinely true: the pre-transfer RPA suffers increased density because the land subtracted from the RPA and transferred to the TPA is increased in density.</p>
208.54.35.25 3	GENERAL	General	The Rural Policy Area- Need for Strong Regulations Adopted Simultaneously with increases in development densities and options in the UPA and SPA	<p>The best aspects of the draft Plan are those that recognize the importance of the Rural West to Loudoun’s identity, traditions, lifestyle and amenities. The broad policy of protecting the West and encouraging growth in the East (including Urban developments near the Metro) is sound. It’s gratifying to read the parts of the draft Plan that reflect the authors deep and sincere love for the Rural Loudoun and the desire to preserve it.</p> <p>Unfortunately, the draft Plan is very long on noble sentiments about the preservation of Rural Loudoun, but vague and tentative about the means for doing so. It is hard to see how the character of Rural Loudoun can be preserved if as the draft Plan state nearly 12,000 new units can be built, which is more than double the number built since 2001. A serious Plan for preserving Rural Loudoun would be to decrease the number of units that can be built there.</p> <p>The draft Plan frequently mentions of TDRs, PDRs, and encouragement of conservation easements all good ideas, but they are lacking in specificity, as the Implementation matrices in Chapter 7 reveal. The implementation proposals for the UPA, SPA and TPA are much more concrete and programmatic. No serious and effective Plan to preserve Rural Loudoun can be realized without specific proposals for implementing the policies. Instead of merely observing that TDR, PDR and conservation easement programs might be considered, the draft Plan should be proposing them as an integral part of the entire County vision and proposing methods of conditioning development upon preservation of Rural Loudoun. Among the kinds of actions should be the following:</p> <p>a. Controlled Density Allocation. The County should not be giving away for little or nothing in return the increased densities that would be allowed in the UPA and SPA. Those increased densities should be linked to reductions in density in the RPA by specific programs (TDR, PDR, purchased easements) using the leverage of increased densities in the UPA and SPA.</p> <p>b. Protection of Viewsheds. The draft Plan recognizes that development on hills and ridges destroys the viewsheds that make the rolling Piedmont hills of the RPA beautiful and distinctive. Beyond TDRs, PDRs and easements, the County should not grant special exceptions, variances or other deviations from development requirements unless the siting of proposed structures is consistent with preserving viewsheds from other properties and roads. The County should also appoint a task force to study and make recommendations for other measures including local ordinances and special legislation that would</p>

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				<p>provide incentives and regulations to protect viewsheds.</p> <p>c. Strong Regulations. The Rural West will not be preserved without strong zoning and development regulations that are strictly enforced without compromise. Growth in the UPA, SPA and TPA will inevitably increase development pressures on the RPA, with resulting requests for variances, rezoning and modifications. The draft Plan embodies a trade-off: more density in the East but preservation in the West. Without strong regulations that exclude exceptions, exemptions and modifications, the Plan will not be a tradeoff, but instead a temporary pause in the march of development to the Blue Ridge. The Board's recent actions allowing previously unallowed types of development in the TPA is a good example of the way in which development pressures erode protections. And it is essential that protection for the West not be postponed or subordinated to new development approvals in the East, because the County will have lost its leverage to strike the bargain.</p>
208.54.35.25 3	GENERAL	General	Need to Preserve the TPA and Provide New Protections for the RPA because of past relaxation of TPA restrictions	<p>Although the TPA has continued to serve as a useful buffer zone between the Suburban and Rural areas, it is under extreme pressure from development proposals that recent Board actions have only encouraged. Every relaxation of the TPA restrictions invites further relaxation and increases the pressures on the RPA. The Plan should not allow any further dilution of the TPA's restrictions, including the proposal to move lands from the RPA into the TPA for denser development. If that or other new development is allowed in the TPA, it should be authorized only on condition that offsetting protections for the RPA be implemented such a unit-for-unit reduction (through purchased conservation easements or similar measures) in allowed development in the RPA.</p>
208.54.35.25 3	GENERAL	General	Emergency situation facing Historic Rural Villages needs emergency action	<p>Loudoun's rural villages are an endangered species Aldie has just been recognized by Preservation Virginia as one of Virginia's most endangered historic places. (https://www.loudountimes.com/news/two-loudoun-sites-placed-on-preservation-virginia-s-most-endangered/article_5cf2e9ca-6345-11e8-b143-477d37748654.html)</p> <p>The draft Plan proposes many thoughtful policies, strategies and actions, and the Design Guidelines should be helpful. But, as the Village of Aldie exemplifies, the preservation of Loudoun's Historic Rural Villages is an emergency case and the patient may die before the proposals can be implemented. In the meantime, the County should:</p> <p>a. Emergency Moratorium. The County should promptly even before adopting the new Plan impose an emergency moratorium on new development units within the Village of Aldie and other threatened villages to allow time for the implementation of the new Plan.</p> <p>b. Incentives. Together with a moratorium, the County should adopt measures empowering it to offer incentives and exemption from the moratorium to developers of new units willing to meet the standards set forth in the draft Plan.</p> <p>c. County Projects. The County itself should ensure that its own projects are consistent with the vision, values and policies of the draft Plan. The</p>

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				proposed Aldie firehouse does not satisfy this standard and is a major threat to the Historic Aldie Village.
208.54.35.25 3	GENERAL	General	Need to protect water quality by encouraging alternatives to turfgrass lawns	<p>Although the draft Plan recognizes the importance of protecting and preserving Loudoun’s water quality, it does little to address one of the major recognized sources of water pollution residential turf lawns. Counties and other municipalities throughout the United States are taking steps to encourage alternatives to turf lawns and to regulate lawn pesticides and fertilizers that kill aquatic wildlife and foul streams and rivers. Located as it is on the Potomac River and in the Chesapeake watershed, Loudoun can make major contributions to regional efforts to protect water resources.</p> <p>The draft Plan should include policies, strategies and actions that promote alternatives to turf lawns, discourage or prohibit HOA regulations requiring turf lawns, and incentives to residents to replace turn lawns and refrain from using pesticides and fertilizers</p>
71.191.39.11 1	GENERAL	General	Open Space Loss - Transition Area	Within the TPA, there are several land use changes proposed which take the parcels from 70% to 50% protected open space, yet do not call for any higher use of the land. I am sad about all the other open space being lost to datacenters etc.; but this change doesn't seem to do anyone any good. Was it made just to simplify things? Why would it be done? If there is not an overriding reason to up zone, at least keep the open space protection as it is. Thank you.
162.83.93.39	GENERAL	General	Development in the Transition Area	I'm concerned that the plan allows for more residential and commercial development in the Transition Area with vague language describing the criteria for this development. I fear this vagueness will enable developers to push for higher density development throughout the Transition Area. This area provides an essential buffer between heavy development in the east and rural areas where I live. This buffer area is necessary to protect critical drinking water supplies, as well as Loudoun's rural heritage and natural resources. As such, I would urge county planners to ensure that this area remains protected from sprawling developments.
70.106.218.2 22	GENERAL	General	Green Space	Wish I had known this was available for review, but just found out. I'm therefore unable to review it in full so am commenting in general that the rapidly disappearing green space in our county is disconcerting. While it's nice to have amenities such as shops and restaurants, the number of trees and natural spaces that are coming down often replaced by data centers is rapidly and negatively impacting the overall quality of life in Loudoun. We need more balance. We need walking trails, green space, gardens. I would love to see a community garden created like they have in Reston. Most residents especially in Eastern Loudoun don't have the space to grow their own vegetables, but a community garden would be wonderful for this.
162.83.93.39	GENERAL	General	Rural Area	I strongly oppose the conversion of more than 800 acres of land from the Rural Area to the Transition Area. As a rural resident, I believe it is essential to keep these lands in the Rural Area to protect Loudoun's rural heritage, including the many farms, equestrian facilities and rural businesses that are a vibrant part of our economy.

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174.204.11.5 9	GENERAL	General	Route 15	Route 15 is a scenic road and serves as an entry to rural and historic Loudoun. I suggest keeping it as a two-lane road with roundabouts at lights and major crossings all the way from Battlefield to the bridge. Roundabouts work well on Rte. 9 and are cheaper plus they will allow a steady even flow of traffic. The idea of turning this road into a 4-lane controlled access road is totally incompatible with the reasons tourists come to western Loudoun and will just encourage more development and sprawl.
108.44.249.1 46	GENERAL	General	Too much additional residential development where it doesn't belong	After reviewing critical aspects of the Envision Loudoun output, an overarching goal seems to be too much additional residential development in areas where it doesn't belong. To continue to maintain Loudoun's rural character we must continue to protect and preserve the Rural Policy Area. There are some good goals there, like combining smaller parcels into larger plots that can be used for agricultural type uses, as well as promoting conservation easements. However, the conversion of Rural Policy area to Transition Policy area, plus adding a significant number of new units to the Transition Policy area are blatant attempts to allow for more and more construction. A major aspect of this type of planning is the current residents and their impact. More housing does not favor current residents, it favors those that will come later, causing current residents to feel the impacts of the additional development, especially visually and transportation wise. Loudoun has a history of allowing too much development before shoring up adequate roads. Please hear current residents, clearly shown in the Citizen Feedback from the initial phase of the Envision Loudoun process, and limit new development as much as possible in the rural and transition areas.
72.73.35.189	GENERAL	General	Land Use Suburban Community Commercial	<p>I am a resident of Old Town Ashburn and I do not agree with the proposed Suburban Commercial Community plan type, along with removing the Village plan type from my community. I had a chance to review the proposed changes at the Envision Loudoun work session and don't believe this is what we want in our town. My community is a small town consisting of single family homes and very little retail. The suggested plan type is calling for 8-24du/acre which is not in line with the Board Approved ZOAM-2016-0014 that my neighbors and myself had fought for with 1-4du/acre. This community does not have the infrastructure to support this proposed plan type.</p> <p>I am proposing we add a Suburban small lot neighborhood (similar to the transition small lot neighborhood) plan type, which falls more in line with the current established neighborhood setting. This will allow our neighborhood to be consistent to the surrounding community and not put a burden on our lack of infrastructure. A small lot neighborhood has a suggested du/acre that is more in line with the ZOAM-2016-0014 that my neighbors and myself had fought to pass, along with the BOS approval. We need to think about keeping this community safe and believe this plan type will allow that to happen.</p>
70.106.207.1 95	GENERAL	General	Suburban Community Commercial from envision Loudoun	I am a resident of Old Town Ashburn and I do not agree with the proposed Suburban Commercial Community plan type, along with removing the Village plan type from my community. I had a chance to review the proposed changes at the Envision Loudoun work session and don't believe this is what we want in our town. My community is a small town consisting of single family homes and very little retail. The

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				<p>suggested plan type is calling for 8-24du/acre which is not in line with the Board Approved ZOAM-2016-0014 that my neighbors and myself had fought for with 1-4du/acre. This community does not have the infrastructure to support this proposed plan type.</p> <p>I am proposing we add a Suburban small lot neighborhood (similar to the transition small lot neighborhood) plan type, which falls more in line with the current established neighborhood setting. This will allow our neighborhood to be consistent to the surrounding community and not put a burden on our lack of infrastructure. A small lot neighborhood has a suggested du/acre that is more in line with the ZOAM-2016-0014 that my neighbors and myself had fought to pass, along with the BOS approval. We need to think about keeping this community safe and believe this plan type will allow that to happen.</p>
Written Comment	General	General	CTP	<p>1) Transportation: While the new draft transportation plan includes excellent new and additional information about bicycle-pedestrian and transit infrastructure, and even talks about the need for a more local, connected grid (something we recommended in the Loudoun Citizens CTP in 2010), the plan is still based on “congestion reduction,” auto level of service, and a “supergrid” of very wide arterials. The plan appears to continue to rely on flawed modeling and a focus on road capacity expansion rather than improving accessibility and shortening trip lengths. Many of the concerns expressed in the Loudoun Citizens CTP report of 2010 still stand and we will resend that report which was commissioned by Loudoun residents.</p>
Written Comment	General	General	CTP	<p>It is not at all clear that the additional level of growth being proposed can be supported by this auto- dependent pattern with very limited east-west arteries past Dulles Airport. The county will still be reliant on Route 7, Waxpool, Dulles Toll Road, Route 50, and Braddock (with a possible Route 50 alternate proposed to be added).</p>
Written Comment	General	General	CTP	<p>a. We oppose the expansion of Northstar to 6 lanes and extension south of Braddock Road. This risks it becoming part of an outer beltway which would fuel more development and more east-west congestion than eastern Loudoun can handle.</p>
Written Comment	General	General	CTP	<p>b. We are also concerned about expansion of Evergreen Mills to 4 lanes within the Transition Policy Area. We do however support fixes to the road network in the Arcola area.</p>
Written Comment	General	General	CTP	<p>c. We continue to oppose the proposals for an outer Potomac Bridge because it would orient the region away from transit-oriented development, destroy Montgomery County’s Agricultural Reserve filling it with new development, and would add to, not decrease traffic on Loudoun County roads. Loudoun’s focus should be on capitalizing on the Silver Line and making other critical transit investments.</p>
Written Comment	General	General	CTP	<p>d. A top priority for investment should be the grid of streets necessary to support transit- oriented development at the Ashburn station.</p>
Written Comment	General	General	CTP	<p>e. Via separate correspondence we are urging that Route 15 be preserved as a National Scenic Byway and part of the Journey Through</p>

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				Hallowed Ground, not expanded to four lanes as proposed north of Leesburg. A roundabout and traffic calming alternative will be far more effective and safer, as demonstrated by the award-winning Gilberts Corner roundabouts.
Written Comment	General	General	CTP	f. Most of the road classifications – from major collector to highway set too high a design speed.
Written Comment	General	General	CTP	g. The default standard lane width of 12 feet is too wide and far too many of Loudoun’s roads are far too wide, forming barriers between neighborhoods and making walking and bicycling dangerous if not impossible.
Written Comment	General	General	CTP	h. Why doesn’t the plan set goals for increased mode share for walking, bicycling and transit use, as well as reduction of vehicle miles traveled and greenhouse gas emissions from transportation?
Written Comment	General	General	CTP	i. The parking policy section is too limited. It should set clearer goals for reducing parking supply in TOD areas, pricing parking separate from apartment rents and condo prices, etc.
Written Comment	General	General	CTP	It appears that a more fine-grained approach should have been taken with the transportation plan. While many good concepts re local connectivity and bike/ped and transit expansion are proposed, the detailed locations of necessary fixes are missing. The county is so challenged by the disconnected cul-de-sac pattern that has been built that additional housing development will exacerbate problems. Where will new local connections be made? If they can’t be a road connection, can a bike/ped connection be made to connect to other neighborhoods, schools, and stores.
Written Comment	General	General	General Plan	While there is no one answer to solving housing affordability here in Loudoun County, we need to consider developing a ladder of housing possibilities to provide a diverse solution to our housing needs. By including a homeownership subsidy program in this policy, Loudoun County is extending the ladder of housing options to those with the greatest need.
Written Comment	General	General	General Plan and CTP	Generally, I do not see a provision in the Comp Plan for necessary future infrastructure maintenance nor how that should restrict development or land use. In addition, the plan is often inconsistent in various wording throughout the different sections, especially with respect to language addressing Loudoun’s National Scenic Byway. There is some language stating support for maintaining the rural character of the Byway, however the plan goes on to contradict this on page 3.16 by stating that it will become a Primary Arterial - Expressway, with access only at major intersections and frontage roads. Frankly, I feel this language, if adhered to, will result in the ruin of the National Scenic Byway and the rural business economy that depends upon it. This change would have a devastating and irremediable impact on all of Western Loudoun, changing the feel of the County forever. I do not want Loudoun to become another Fairfax. We are much more than a bedroom community for Washington commuters. Loudoun represents a diversity of businesses, including those rural in character & I fear that the plan, the way it is now worded, would only serve to change the character of

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				western Loudoun County forever. The Route 15 corridor is the Main Street of a community where commerce, farming, recreation, education, and simple living occur. It should never become an expressway, so the designation of Route 15 as such should be removed. The plan should consider what effects new car technologies and other technological changes will have on travel and address those issues. Furthermore, the plan does not seem to take into account Visualize 2045 goals, in particular: • Bringing jobs and housing closer together • Providing more telecommuting and other options. I would also like to see a shift in method from rating road networks as Level of Service to Vehicle Miles Traveled. This would be a more forward-looking approach and would promote land use/transportation connections that are more economically sustainable and result in less induced traffic and less time spent driving.
Written Comment	General	General	General Plan	The Plan looks great.
Written Comment	General	General	General Plan	The proposed density increases, especially in the transition area, (4,000 homes to be built + 1,500 additional) will make this area unlivable. The traffic today is some of the worse congestion in the U.S. These proposed density increases will have a negative effect on Loudoun resident’s quality of life, which has already declined due to uncontrolled building and increased traffic.
Written Comment	General	General	General Plan	Good job. Excellent emphasis on mixed-use connectivity and walkability and complete street. Would like to see a bit more clarity on some urban design elements like defined open spaces and relegated parking. Good approach to keep the existing policy area framework - urban, sub, rural and keeping sewer out of rural area.
Written Comment	General	General	General Plan	Overall good comp plan.
Written Comment	General	General	General Plan	Excellent Plan! Kudos to all involved. Excellent video. Truthfully, I think this plan will serve as a model for other jurisdictions.
Written Comment	General	General	General Plan	Great job. I love the plans and feel that the community has been given the opportunity to be heard.
Written Comment	General	General	General Plan and CTP	Citizens have strongly stated they want overdevelopment to cease. This plan increases it. There are no teeth in the plan to ensure that more affordable and work force housing will be built. That must happen, so those workers to not have to commute from outside the county. And that housing should be in the urban zones near Metro. Citizens said we need more parks and trails (and that doesn’t mean pocket parks). I see nothing to ensure that will happen. Where are the metrics, where is the financial analysis of whether we can afford all those houses the NVR Inc.-funded housing demand study says we MUST build? We need to catch up with what current residents need, not attract more residents who need even more services. The rural area and the transition area need MORE protections to preserve their integrity. The BOS said there should be no incursion into the rural area. Why has 400 acres of it been annexed into the Transition area? Very much of the plan is descriptive and not prescriptive—and most of its prescriptive language could not be

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				weaker. “May,” “will encourage,” “steps can be taken,” “will encourage,” are terms with no teeth and no enforceability. Citizens simply will have nothing to point to when a project or proposal is destructive, intrusive, or even unsafe. I see no provision for the need for future infrastructure maintenance, and how that should constrain development or land use. Many parts of the plan are inconsistent internally. The most striking example is weak language stating support for Loudoun’s National Scenic Byway, but on page 3.16 stating that it will become a Primary Arterial - Expressway, with access only at major intersections and frontage roads. This is, pure and simple, destruction of the National Scenic Byway and the rural business economy that depends upon it. This change signals a vast and irreversible negative impact on all of Western Loudoun. Route 15 should never become an expressway—it is the Main Street of a community where commerce, farming, recreation, education, and simple living occur. This designation must be removed. There is no vision for the future in this plan that considers how travel will change in the near future—what effects new car technologies and other technological changes will, or should, have on travel—particularly by car. It does not aggressively enough embrace Visualize 2045 goals, especially bring jobs and housing closer together; provide more telecommuting and other options (which are mentioned but should be much stronger, such as providing incentives for employers to embrace such policies, which reduce strains on roads). More forward-looking jurisdictions are (I’m told by national transportation professionals) moving away from Level of Service to rate road networks to Vehicle Miles Traveled, which promotes a land use/transportation connection that is more economically sustainable and results in less induced traffic and less time spent driving. Please consider that shift in approach.
Written Comment	General	General	General Plan	Put the density by mass transit and keep rural areas rural through incentive programs. The County’s Draft Plan also provides for three Policy Areas of differing densities and patterns for development: the Suburban, Transition and Rural. This is a good thing. However, the Draft Plan needs to be improved to preserve and protect these areas. The draft also proposes to convert 800+ acres in the Rural Policy Area to Transition, thus allowing for more residential and industrial development. This would only exacerbate existing traffic problems, increase infrastructure demand, and destroy additional valuable open space.
Written Comment	General	General	General Plan	Add ACRONYMS or ACRONYM LIST before the GLOSSARY; see separate file of acronyms.
Written Comment	General	General	General Plan	GENERAL CONCERNS: (1) Increased density at too fast a rate (2) Adequate parking and how it will be monitored (3) Parking garages: Please do not emulate Reston Town Center parking garages method of requiring cell phone download of an app, entry of driver’s license plate and then pre-estimating parking time via a kiosk akin to metered parking. The garage ceiling has cameras that take a picture of car’s license plate. Not everyone has or uses a cell phone. Preferred method if necessary: Use an entry timestamp and accurate exit timestamp with payment via a credit card or cash. (4) Maintain residential neighborhoods as residential neighborhoods. (5) How will noise level be monitored and maintained.

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				<p>(6) Consider and maintain adequate animal habitats.</p> <p>(7) Address how buildings with historic or importance to the community are identified and preserved.</p> <p>(8) Create senior center campuses with convenient amenities and medical care.</p> <p>(9) Consider fountains or circulation devices in drainage ponds to help prevent stagnant water that attract mosquitoes.</p> <p>(10) Zoning/Ordinance monitoring and maintenance. More and more people are ignoring existing regulations.</p>
Written Comment	General	General	General Plan	<p>CONCERNS SPECIFIC TO STERLING:</p> <p>(1) Increased crime and even more renters and cars in residential areas, especially because of Air B&B's and increased density. Enforcing County Zoning Ordinances outside of homes has already been difficult; it will be even more difficult to control inside violations. Neighborhoods/neighbors will become over burdened with compliance issues.</p> <p>(2) Increased parking issues, especially with "commercial"/business trucks and vehicles such as pickup trucks with multiple ladders and panel trucks with advertising across the side. We are losing the look and feel of a residential neighborhood—obvious businesses and an inordinate number of cars and trucks.</p> <p>(3) Increased issues regarding noise.</p> <p>(4) Note: I recently became aware that there is an application to build yet another storage facility in Sterling on Sterling Blvd—the main thoroughfare into Sterling. This must not happen! We already have several storage facilities in Sterling on Woodland Road and West Church Road. We can do better! And Sterling deserves better! Let's make Sterling great again by building aesthetically as well as functional buildings to attract visitors and increase the enjoyment and pride of Sterling residents.</p>
Written Comment	General	General	General Plan	<p>Recommendation a Mental Health Center. With the diversity of mental health support options, would it be best to select venues in areas that are more inclusive, but be open to providing remote support to connect people to preferred treatment options, and/or do we proactively focus on awareness and addressing stigma in areas that are not as open to mental health support? Do we consider customizing services based on preferences of particular areas? For example, would mental health advocacy through urban hip hop music be considered not compatible with rural character despite that country/rural/southern/trap hip hop also exists? Such considerations will need to be made in planning processes to determine how best to serve our county. Perhaps it might help to have a mental health representative from each area participate in such planning.</p>
Written Comment	General	General		<p>The draft Plan should include policies, strategies and actions that promote alternatives to turf lawns, discourage or prohibit HOA regulations requiring turf lawns, and incentives to residents to replace turn lawns and refrain from using pesticides and fertilizers.</p>
Written Comment	General	General	CTP	<p>Thank you, great workshop, everyone was helpful & knowledgeable</p>

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Written Comment	General	General	CTP	Great job
Written Comment	General	General	CTP	General thoughts: Very much of the plan is descriptive and not prescriptive—and most of its prescriptive language could not be weaker. “May,” “will encourage,” “steps can be taken,” “will encourage,” are terms with no teeth and no enforceability. Citizens simply will have nothing to point to when a project is destructive, intrusive, or even unsafe.
Written Comment	General	General	CTP	I see no provision for the need for future infrastructure maintenance, and how that should constrain development or land use.
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