TOWN OF LEESBURG
NOTICE OF TOWN COUNCIL PUBLIC HEARING
TO CONSIDER A REZONING APPLICATION
TLZM-2015-0002, LOUDOUN COUNTY COURTHOUSE EXPANSION

Pursuant to Sections 15.2-1427, 15.2-2204, 15.2-2205 and 15.2-2285 of the Code of Virginia, 1950, as amended, the **Leesburg Town Council** will hold a public hearing on **Tuesday, February 9, 2016 at 7:30 p.m.** in the Town Council Chambers, 25 West Market Street, Leesburg, Virginia, 20176 to consider Rezoning Application TLZM-2015-0002, Loudoun County Courthouse - a request by Loudoun County to amend the previously approved Concept Plan and proffers for TLZM-1998-0155 to allow a 92,000 s.f. courthouse and associated improvements at 2 Church Street NE, Leesburg Virginia 20176. The site is located at the northeast quadrant of the intersection of Edwards Ferry Road and Church Street and is currently used as a parking lot.

The property is further described as Loudoun County Parcel Identification Number (PIN): 231-38-8886 (Tax Map Number: /48/A//31///1/) and is zoned GC, "Government Center." The *Town Plan* designates this property as "Downtown" on the Land Use Policy Map with no minimum or maximum density specified. The proposed density is 1.15 FAR (Floor Area Ratio). Two related applications, a Town Plan Amendment Application (TLTA-2015-0001) and a Rezoning (TLZM-2013-0003) have been submitted by the applicant to provide the required parking for this use at the Pennington Lot at the northeast end of Church Street.

As allowable by Town of Leesburg Zoning Ordinance Section 7.3 the applicant is proposing the following site specific design criteria:

a. Provision of no buffer yard and setbacks in some locations and reduced width buffer yards and setbacks in other locations in lieu of the buffer yards required by Zoning Ordinance Sec. 12.8.3.
b. Provision of offsite parking on the Pennington Lot approximately 900 feet from the Courthouse building in lieu of providing parking within 500 feet of the building as required by Zoning Ordinance Sec. 11.4.1.A.2.
c. Provision of one loading space in lieu of the four required by Zoning Ordinance Sec. 11.9.
d. Provision of street trees at a rate of less than the standard required by Zoning Ordinance Sec. 12.4.3.
e. Exclusion from the 20-year tree canopy requirements of Zoning Ordinance Sec. 12.4.2 as allowable for law enforcement agency use.
f. Exclusion from the 0.5 footcandle limit on outdoor lighting at a property boundary as required by Zoning Ordinance Sec. 12.11.4 for the area where the courthouse will front on Church Street.
g. Provision of lighting fixtures closer than the required 10 linear feet from a property line as required by Zoning Ordinance Sec. 12.11.3.G for the area where the courthouse will front on Church Street.
h. Allowance of lighting levels above 0.5 footcandles along the Church Street frontage of the courthouse in lieu of the standard required by Zoning Ordinance Sec. 12.11.4.
i. Provision of a 12-foot wide S-2 buffer supplemented by a screening wall adjacent to 24 N. Church Street in lieu of the required 25-foot S-2 buffer per Zoning Ordinance section 12.8.3.

j. Allowance of an average building height of 55-feet in lieu of the 45-foot height limit specified by Zoning Ordinance Sec. 7.3.3.D.

Additional information and copies of this application are available at the Department of Planning and Zoning located on the second floor of the Leesburg Town Hall, 25 West Market Street, Leesburg, Virginia 20176 during normal business hours (Monday-Friday, 8:30 a.m. to 5:00 p.m.), or by contacting Irish Grandfield, Senior Planner, at 703-771-2766 or igrandfield@leesburgva.gov.

At these hearings, all persons desiring to express their views concerning these matters will be heard. Persons requiring special accommodations at the Town Council meeting should contact the Clerk of Council at (703) 771-2733 three days in advance of the meeting. For TTY/TDD service, use the Virginia Relay Center by dialing 711.

Ad to run:
1/27/16
2/3/16

Date of Council Meeting: February 9, 2016

TOWN OF LEESBURG
TOWN COUNCIL PUBLIC HEARING MEETING

Subject: TLZM-2015-0002, Loudoun County Courthouse Expansion

Staff Contact: Irish Grandfield, AICP, Senior Planner, DPZ

Council Action Requested: A motion is needed by Council to adopt the attached ordinance to approve the concept plan and proffer amendments (rezoning) for the Loudoun County Courthouse expansion.

Staff Recommendation: Prior to supporting approval of this application, **s**taff recommends the applicant proffer to design and construct the traffic signal at North and King Street prior to issuance of an occupancy permit.

Planning Commission Recommendation: The Planning Commission recommends approval of the rezoning.

The Planning Commission held a public hearing on this rezoning application on January 7, 2016. Fourteen members of the public spoke concerning this application. In addition, two written comments were received. At the end of public comment, the public hearing was closed. The Planning Commission asked questions and discussed the proposals. Without exception, all public comments expressed support for retaining the expanded courts complex in downtown Leesburg although many had concerns related to the parking garage, increased traffic, and construction.

The Planning Commission met in work session on January 21, 2016 to discuss outstanding issues and request changes. On January 28, 2016 the Commission reviewed the rezoning plans revised through January 20, 2016 and proffers revised through January 27, 2016 and voted 6-0-1 to recommend approval of the application in accordance with the following motion.

> I move that Rezoning TLZM-2015-0002 to amend the previously approved Concept Plan and proffers for TLZM-1998-0155 to allow a 92,000 s.f. courthouse and associated improvements at 2 Church Street NE, Leesburg Virginia 20176 consistent with the Concept Plan prepared by Dewberry and dated January 20, 2016 and the proffers dated January 27, 2016 be forwarded to the Town Council with a recommendation of approval on the basis that the amendment meets the Approval Criteria of TLZO Section 3.3.15 and will serve the public necessity, convenience, general welfare and good planning practice as outlined in the January 7, 2016 staff report.

The Planning Commission recommended two conditions of approval for the Courthouse rezoning as follows:

1. The applicant "design, build, and construct the traffic signal at King and North Streets when deemed necessary by the Town."
2. The applicant add a proffer regarding notification to users of the garage similar to the previous proffer for TLZM-1998-0155 listed as item 3A on page 8 of the proffers that provides information and maps to those using the courts about the availability of parking facilities at Pennington.

Fiscal Impact: It is anticipated that the courts expansion as proposed through this rezoning and the continued presence of the courts facilities downtown will continue to draw people to the downtown and will lead to expanded opportunities for business growth in Leesburg resulting in increased tax revenue through higher property values and new Business and Professional Occupational License (BPOL) income.

Work Plan Impact: As with all rezoning applications, the Town will need to review and approve additional site development applications prior to construction of the site. Such site development plan processing is anticipated in the Town's work plan.

Executive Summary: This rezoning for the Church Street Lot amends the proffers and concept plan approved under TLZM-155. The proposal increases the approved building area from 60,000 SF to 92,000 SF for a new courthouse building, including offsite sidewalk improvements, undergrounding of certain existing utilities, offsite road improvements and a tunnel connecting the existing court facility with the new proposed court facility. The proposal will include removal of four structures fronting along Edwards Ferry Road in the Old and Historic District which was approved by Town Council last year.

Background: The Loudoun County Department of Transportation and Capital Infrastructure has submitted this rezoning request on behalf of the Loudoun County Board of Supervisors. The Rezoning is one of three legislative applications needed to develop the Loudoun County Courthouse expansion. The property was rezoned from B-1 and RHD to GC (Government Center) on June 23, 1998 per TLZM-1998-0155 to accommodate an earlier phase of courts expansion. That rezoning allowed development of a 60,000 s.f. courthouse building on this lot. Since that time the County has determined that additional space is needed for the courthouse expansion. This rezoning application is a Concept Plan and proffer amendment of the approved rezoning in order to allow the development of the courthouse as currently planned in lieu of the 60,000 s.f. courthouse previously approved.

In response to requests made by the Planning Commission the applicant submitted further revised rezoning plans and proffers dated February 3, 2016. Staff notes that the following related to the Planning Commission recommended conditions for approval:

- The applicant has not proffered to design and construct "the traffic signal at King and North Streets when deemed necessary by the Town" consistent with Planning Commission's recommended condition of approval #1.

- Consistent with Planning Commission's recommended condition of approval #2 a proffer has been added regarding provision of information and maps to those using the courts about the availability of parking facilities at Pennington.

Attachments

1. Draft Ordinance
2. Proffer Statement dated February 3, 2016
3. Statement of Justification dated November 13, 2015
4. Planning Commission Staff Report dated January 7, 2016
5. Planning Commission Work Session staff report dated January 21, 2016
6. Concept Plan dated February 3, 2016

PROFFER STATEMENT

Courthouse Expansion-Church Street Lot, TLZM-2015-0002

December 17, 2015
January 21, 2016
January 27, 2016
February 3, 2016

The Board of Supervisors of Loudoun County, Virginia, as the owner of property described as Loudoun County Tax Map Number /48/A//31///1/ (PIN#: 231-38-8886) approximately 1.88 acres in size (the "**Church Street Lot**") and further identified on Sheet 4 of 22 on the Concept Development Plan submitted with this rezoning application, are hereinafter referred to as the "**Property**", the aforesaid owner hereinafter referred to as the "**Owner/Applicant**"**,** on behalf of itself and its successors in interest, hereby voluntarily proffers, pursuant to Section 15.2-2303, Code of Virginia (1950), as amended, and Section 3.3.16 of the Zoning Ordinance of the Town of Leesburg, Virginia (the "**Zoning Ordinance**"), in the event this TLZM-2015-0002 is approved by the Leesburg Town Council, Virginia (hereinafter referred to as the "**Town**") then the development of the Property shall be in substantial conformance with the following conditions. The purpose of this TLZM-2015-0002 is to amend the Concept Plan and proffers of TLZM-1998-0155 and, establish certain site specific design standards pursuant to Section 7.3.1 of the Zoning Ordinance.

All proffers made herein ("Proffers") are contingent upon approval of: 1) this TLZM-2015-0002 and TLZM-2015-0003, and; 2) the Concept Development Plan as defined in Proffer I.A. below. These Proffers shall supersede all previous proffers approved with respect to the Property, specifically the proffers of TLZM-1998-0155.

I. SUBSTANTIAL CONFORMANCE WITH CONCEPT PLAN, USE, AND DEVELOPMENT

A. CONCEPT PLAN AND SUBSTANTIAL CONFORMANCE.

Development of the Property will be in substantial conformance with Sheets 1, 2, 3, 4, 5, 6, 7, 17, 18, 19, 20, 21 and 22 of 22 of the Concept Plan (together comprising and herein referred to as the "**Concept Development Plan**" or the "**CDP**") of the plan set entitled "Loudoun County Courthouse Expansion – Phase III, Town Plan Amendment TLTA-2015-0001, Zoning Map Amendment TLZM-2014-0002, a Zoning Map Amendment TLZM-2015-0003", dated February 5, 2015, and revised through February 3, 2016, and prepared by Dewberry & Davis, LLC, which shall control the use, layout, and configuration of the Property with reasonable allowances to be made for engineering and design alterations to meet applicable town zoning, subdivision and land development regulations.

B. PROPOSED LAND USES.

The Property may be developed with an approximately 92,000 square foot new courthouse building, offsite sidewalk improvements, restriping of the Semones parking lot, a tunnel connecting the existing court facility with the new proposed court facility and the demolition or removal of four structures fronting on Edwards Ferry Road. The Applicant shall restrict the use of the Property to Government Center uses, including courts of law, the County Clerk and other related offices, government offices and parking.

II. TRANSPORTATION AND PEDESTRIAN IMPROVEMENTS

A. TRANSPORTATION IMPROVEMENTS.

1. Off-Site Transportation Contribution. To meet the intent of the Off-Site Transportation Contribution recommended in the Town Plan, the Applicant shall contribute the following off-site transportation improvements: a) Church Street extended to public road standards from the southwestern corner of the Pennington Lot being PIN # 231-49-7056 (hereinafter referred to as the "**Pennington Lot**") to North Street; b) roadway and sidewalk improvements along Church Street as shown on the CDP from the southwest corner of the Property c) cash in lieu for the signalization of the intersection at North Street and N. King Street; d) cash in lieu for intersection improvements consisting of either signalization or construction of a traffic circle at the Town's discretion for the intersection at Edwards Ferry Road and Catoctin; e) cash in lieu for driver feedback signage.

2. Intersection Improvements at North Street and King Street. The Applicant shall pay four hundred - thousand dollars ($400,000.00) to the Town at the time of receipt of the zoning permit for the new courthouse facility to be used towards the signalization or other intersection improvements at the intersection of North Street and King Street.

3. Intersection Improvements at Edwards Ferry Road and Catoctin Circle. The Applicant shall pay four hundred thousand dollars ($400,000.00) to the Town at the time of receipt of the zoning permit for the new courthouse facility to be used towards the signalization or other intersection improvements at the intersection of Edwards Ferry Road and Catoctin Circle.

4. Speed limit sign on Slack Lane. The Applicant shall pay for a 15 mph advisory signage and coordinate with the Town Department of Public Works for posting necessary safety signage on Slack Lane prior to the issuance of an occupancy permit for the new courthouse facility and shall clear conflicting vegetation, with sight distance to be determined during site plan review.

5. A valet or shuttle service for courthouse visitors with mobility issues shall be provided from the Pennington Lot to the existing courthouse facilities during construction of the proposed new courthouse facility.

6. Driver Feedback Signage. The applicant shall pay a total of thirty thousand dollars ($30,000) to the Town at the time of the receipt of the zoning permit for the new courthouse facility to be used towards the purchase and installation of two (2) driver feedback signs, one along North Street and the other along Harrison Street.

B. CHURCH STREET TUNNEL.

1. Applicant shall construct a tunnel under Church Street connecting the existing court facility with the new proposed court facility. Applicant shall secure approval from the Town of an agreement providing that Applicant will bear all responsibility for all inspection, maintenance, or repair of the tunnel (including public safety security systems such as lighting) and any portion of Church Street damaged or destroyed due to construction, any necessary maintenance or repair work on the tunnel or its failure.

2. At least two weeks in advance of commencing tunnel construction within the Church Street right-of-way the Applicant shall provide a written request to the Town Department of Public Works for closure of Church Street. Applicant shall provide written notification to the Town Department of Public Works at least one week prior to the re-opening of Church Street. The Applicant shall endeavor to minimize impacts of Church Street closure to school bus routing and major Town events.

C. PEDESTRIAN IMPROVEMENTS

1. Sidewalk along Church Street. The sidewalk along the eastern side of Church Street between the Pennington Lot and the new court house facility shall be widened prior to the issuance of an occupancy permit for the new courthouse facility as depicted on Sheets 4 and 18 of the CDP.

2. Speed Table on Church Street. Applicant shall construct a speed table on Church Street prior to the issuance of an occupancy permit for the new courthouse facility to delineate the area for a pedestrian crossing in the general area and as shown as "Raised Table Crosswalk" on Sheets 4 and 18 of the CDP.

3. Sidewalk along Cornwall Street. The sidewalk along the northern side of Cornwall Street between the Semones Lot and Church Street shall be improved to a minimum width of four feet (4'), and converted to brick, prior to the issuance of an occupancy permit for the new courthouse facility.

4. The brick sidewalks along Church Street and Edwards Ferry Road frontage on the new courthouse facility shall be a minimum of eight feet (8') in width.

D. OFF-SITE PARKING.

1. Semones Parking Lot Improvements. The Semones Lot shall be improved, open for use prior to the issuance of an occupancy permit for the new courthouse facility, and maintained as shown on Sheet 4 of the CDP and will include:

a. Accessible parking spaces

b. Four reserved spaces designated for use by the two residences along 108 and 110 Church Street, described as Loudoun County Tax Map Numbers /48/A//32///7/ (PIN#: 231-49-0429) and /48/A//32///6/ (PIN #: 231-49-0532).

c. A private sidewalk from the rear of two residences along 108 and 110 Church Street, described as Loudoun County Tax Map Numbers /48/A//32///7/ (PIN#: 231-

49-0429) and /48/A//32///6/ (PIN #: 231-49-0532) , to the Semones Lot in the general location as shown on the CDP, with the final layout to minimize the impact to existing trees.

2. Parking Management. The Applicant shall use maps, flyers and other appropriate media to inform the public of the parking locations and options at the Semones lot and the Pennington lot and garage for the purpose of directing court traffic away from neighborhood streets and maximizing the utilization of the designated parking areas.

III. DESIGN, LANDSCAPING, BUFFERING

A. DESIGN STANDARDS. The building elevations for the new courthouse facility depicted on Sheet 8 of the CDP are illustrative only. Final design will be determined during site plan review process consistent with the Certificate of Appropriateness approved by the Town's Board of Architectural Review.

B. BUFFER YARD FOR 24 CHURCH STREET. Applicant shall provide the buffer yard screening adjacent to the eastern property line of 24 Church Street as shown as buffer yard "B" on Sheet 7 of the CDP.

C. LANDSCAPING**.** Landscaping, buffering and screening shall be installed prior to the issuance of an occupancy permit for the new courthouse facility, as shown on Sheet 7 of the CDP. All landscaping, buffering and screening shall be shown on the site plan for the new court facility. All landscaping, buffering and screening shall be maintained in good condition and health, and dead or diseased materials shall be replaced with reasonable promptness taking into account seasonal weather limitations. Native plantings shall be used, except where precluded by conditions including, but not limited to salt, pollution and drought.

D. NORTH STREET TREE. Applicant will submit a Tree Management Plan prepared by a certified arborist for the tree located in the landscaping island at the northern end of the Semones Lot adjacent to North Street and implement the recommendation of that report in an effort to save the tree. If the tree cannot be saved, the applicant shall provide a suitable replacement tree agreeable to the Town.

E. INTERPRETIVE SIGNAGE/FEATURE. Within twelve (12) months of the issuance of an occupancy permit for the new courthouse facility, Applicant shall install an historic interpretative feature on the Property to identify and memorialize the four houses that will be demolished or removed along Edwards Ferry Road consistent with the Certificate of

Appropriateness approved by the Board of Architectural Review. The Applicant shall coordinate the location, design and content of the interpretive feature with Department of Planning and Zoning staff, in consultation with the preservation planner. The interpretive feature shall be located, designed and erected for pedestrian accessibility and be located in the "Common Green" or "South Lawn" area along Edwards Ferry Road in the vicinity of where the houses stood.

F. SITE LIGHTING. All lighting fixtures used in parking areas and on building exteriors shall be designed, constructed and installed to minimize light trespass off-site and to limit the view of lighting from off-site. Lighting fixtures shall be full cutoff and fully shielded, and directed downward and away from adjacent properties and streets. The location and design of the lights shall be generally as shown on Sheet 6 of the CDP with allowances for final design. Exterior lighting fixtures to be located in the H-1 Old & Historic District shall be submitted to the Leesburg Board Architectural Review for review and approval.

G. ARCHEOLOGY SURVEY. Applicant shall finish the Phase I archeological survey previously submitted to the Town that will be completed after removal of the fill on the Property and said amended survey shall be submitted to the Town. Care will be taken upon removal of the overburden so that potential archeological deposits are documented prior to removal.

H. GENERATOR LOCATION AND DESIGN. The generator for the new courthouse facility shall be located adjacent to the northern side of the building in the area well as shown on Sheet 4 of the CDP and shall be designed with sound attenuation measure to ensure compliance with Town ordinances.

I. WROUGHT IRON FENCE. Applicant will retain and maintain the existing historic wrought iron fence where it currently exists at the property boundary of the historic cemetery on Church Street and shall install new fencing of a similar appearance where it currently is missing between the cemetery and the new courthouse site prior to the issuance of an occupancy permit for the new courthouse facility.

IV. UNDERGROUNDING OF UTILITIES

The Applicant shall underground the overhead utility lines in two locations: 1) beginning at the north-western corner of the Church Street Lot at the frontage along Church Street continuing south along Church Street under Market Street to the south-eastern corner of the Church Street and Market Street intersection; and 2) from the south-western corner of the Church

Street lot at the frontage along Edwards Ferry Road, continuing east along Edwards Ferry Road to the south-east corner of the Church Street Lot.

V. CONSTRUCTION OPERATIONS

A. Construction Hours. Construction Operations on the Property will be limited to 7:00 a.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on weekends.

B. Rock Blasting. Pre-Blast notifications will be provided to occupants of structures within 450 feet of the blasting site. Pre-blast survey notices will be provided per Town Code.

The undersigned hereby warrants that all owners of any legal interest in the Property have signed this Proffer Statement, that no signature from any additional party is necessary for these Proffers to be binding and enforceable in accordance with their terms, that they have full authority to bind the Property to these conditions, and that the Proffers are entered into voluntarily.

BOARD OF SUPERVISORS OF LOUDOUN COUNTY, VIRGINIA

By:_____(SEAL)
Name:_____
Title:_____

COMMONWEALTH OF VIRGINIA
COUNTY OF _____, to wit:

The foregoing Proffer Statement was acknowledged before me this _____ day of _____, 20_____, by _____, as _____ of the Board of Supervisors of Loudoun County, Virginia.

_____
Notary Public

My Commission Expires: _____

My Notary Registration Number: _____

STATEMENT OF JUSTIFICATION

LOUDOUN COURTHOUSE

TLZM 2015-0002 **Concept Plan Amendment** **PIN #231-38-8886**	**TLZM 2015-0003** **Zoning Map Amendment** **PIN# 231-49-7056**	**TLTA 2015-0001** **Town Plan Amendment** **PIN# 231-49-7056**

February 27, 2015
Revised September 3, 2015
Revised November 13, 2015

INTRODUCTION AND DESCRIPTION OF APPLICATION

The Loudoun County Department of Transportation & Capital Infrastructure., the applicant, and **The Loudoun County Board of Supervisors**, the owners (collectively referred to hereinafter as the "Applicant"), propose a Town Plan Amendment, Concept Plan Amendment and Zoning Map Amendment for two parcels of land, more particularly described as PIN #231-38-8886 (the "Church St. lot") and PIN# 231-49-7056 (the "Pennington lot") (and collectively as the "Properties"). The Church St. lot, 1.88 acres, is located south of Cornwall Street, east of Church Street, and north of the Edwards Ferry Road in the H-1 historic district of Leesburg, Virginia. The Pennington lot, 9.9 acres, is located north of North Street, and East of Church Street, in Leesburg, Virginia.

The Properties are subject to the Town of Leesburg Zoning Ordinance ("Zoning Ordinance") and are in the Central Policy Area of the Town Plan. The Church Street lot has a "Downtown" designation on the Planned Land Use Policy map. The Pennington lot is designated for "Low Density Residential" use by the Town Plan.

The Applicant is proposing a Concept Plan Amendment (Rezoning) for the Church St. lot to amend the proffers and concept plan approved under TLZM-155. The proposal includes a 92,000 SF new courthouse building, offsite sidewalk improvements, restriping of the Semones parking lot, a tunnel connecting the existing court facility with the new proposed court facility and the de-construction of four structures fronting along Edwards Ferry Road in the Old and Historic District.

The Applicant is proposing to rezone the Pennington lot from R-6 to GC and proposing construction of a 4-story parking garage facility adjacent to the existing surface parking lot on the parcel. This accessible parking garage will be available to the public for use outside of court hours. As part of the entitlement efforts, the Applicant is also requesting a Town Plan Amendment to change the land use designation from "Low Density Residential" to "Downtown".

To accommodate the proposed design, the Applicant is proposing several Site Specific Design Standards as allowed under the guidelines of the GC zoning district. These standards and associated justifications are provided in this Statement of Justification.

The Semones lot will be restriped to accommodate 36 parking spaces, 16 of which will be accessible spaces. The lot will also reserve 4 spaces on the western edge for use of the single family homes who will lose 1 total parking space on Church St. due to the proposed sidewalk improvements.

The Properties will be connected through a combination of improvements to the existing sidewalk network, in particular, the existing sidewalk along the eastern side of Church Street will

be widened to the extent possible under the unique constraints present on-site. Currently the sidewalks are extremely narrow and do not meet required accessibility standards, forcing wheelchair users to use the road to make their way along the east side of Church Street. Widening the sidewalks will correct this deficiency and support the movement of pedestrian traffic in a safer manner along the east side of Church Street. These improvements will not only benefit the courthouse users, but other pedestrians in the surrounding area. The Property will be supplied with public water and sanitary sewer available via the Town of Leesburg central sanitary sewer and public water utility systems.

TOWN PLAN

The Properties are governed by the land use policies of the Leesburg Virginia Town Plan. The Properties are located within the Central Policy Area and have specific Planned Land Use designations of "Downtown" (Church St lot) and "Low Density Residential" (Pennington Lot).

An analysis of the proposed Rezoning as it relates to the Town Plan:

Chapter 2 – Natural Resources

Development within the Pennington Lot proposes an interim tree save area of approximately 4 acres (40% of site). This area cannot be cleared without a new concept Plan amendment during which appropriate screening would be vetted by staff and the associated legislative process. These design strategies are consistent with Objective 4 which states: **Preserve, protect, and restore the tree canopy within the developed parts of Leesburg.**

Chapter 3 – Parks & Recreation

The proposed improvements to the existing sidewalks along Church Street and additional sidewalk proposed throughout the Properties will enhance the walkability of downtown Leesburg. The widening of the existing sidewalks along Church Street will provide an accessible route for use by persons with disabilities from the parking at the Pennington Lot to the courts campus. The proposed new sidewalk linking the Semones Parking lot with the entrance to the new courthouse, which runs long the north west side of the proposed courthouse property, will provide an accessible route to the entry of the new courthouse from this parking area. Proposed improvements on the existing campus across from the entry of the new courthouse will facilitate enhanced pedestrian flow to the existing courthouse's entry. Upgrades to the sidewalk along Edwards Ferry Road will greatly enhance this pedestrian route, as it will run along the proposed greenspace of the new courthouse. This directly support's the goal of Objective 2 which states: **Protect and expand the Town's greenway corridors and trail network to encourage pedestrian and bicycle access to parks and regional trails.**

Chapter 4 – Heritage Resources

Objective 3 outlines specific tasks required during the review process for application located in the H-1 District. The Applicant has made significant efforts to ensure the proposal considered all applicable Town Plan elements and Leesburg Old & Historic Design Guidelines. The 'Environmental and Historic Resources' Section of this Application discusses the historic issues associated with the Application in greater detail. .

Chapter 5 – Community Design

As shown throughout the associated concept plan, the proposed Courthouse expansion very carefully considers the goals of Chapter 5, specifically Objective 1, of the Town Plan. Placement of parking, buildings, access routes, in relation to the development within its immediate vicinity were carefully vetted within the context of the downtown Leesburg. The proposed parking garage is aligned with the existing Pennington lot, a location court visitors are familiar with and on a site with ample opportunity for screening from adjacent properties. Pedestrian access utilizes familiar routing, much of which will be improved or newly constructed with this application. While still in development, the building design is compatible in detail, massing, height, scale and materials of those building nearby. This included the building's proposed height which aligns, to the extent possible given the functional requirements of the building, with the heights of the most recent courthouse expansion. The use of brick and detailing compatible with the existing courthouse campus will further reinforce the continuity of the court's campus. The proposed green space along Edwards Ferry Road mirrors that along Market Street of the existing Courts facility.

Chapter 6 – Land Use

Land Use Objective 11 states: **Encourage infill development that is compatible with the character of existing or planned development in the vicinity** Expansion of the courts campus to the east onto the Church Street lot is the logical extension of the civic core of downtown Leesburg. The site has a history of supporting civic functions inclusive of the county's old detention center and sheriff's office which once occupied this site. The new courthouse will provide a higher and better use for the property then has both previously and currently been available. The new courthouse will be a vibrant addition to the downtown,

serving as a destination point for citizens throughout the County. It will support additional pedestrian traffic which offers the potential to generate additional business for local shops and restaurants. Land Use Objective 12 states: **Provide institutional uses such as schools, libraries, and government facilities, throughout the Town.**

The proposed Courthouse expansion proposes a 92,000 SF addition on County owned, undeveloped property that is located directly adjacent to the existing Loudoun Courts facility. The proposal is compatible with existing development in the vicinity as it is an expansion of existing development in the vicinity. The Courthouse expansion is a government facility. As stated above it is a logical expansion and evolution of the Court's presence in downtown Leesburg. The expanded courts campus will strongly serve as the civic center of the Town of Leesburg and is consistent with Land Use Objective 12.

Specific to the Central Planning Area, Objective 1.A states: **encourage pedestrian oriented mixed use at a human scale, incorporating public spaces, views of prominent and historic buildings, and unified streetscape character.** The proposal encourages pedestrian connectivity to a variety of mixed uses throughout the Downtown with an improved pedestrian network and parking garage available for public use. The alignment of front of the new courthouse building façade with existing Courts building enhances views and unifies the streetscape.

Objective 7 states: **Building heights should generally not exceed 45' in the Old * historic District. Heights to 65' may be appropriate where topography helps mitigate the visual impact.** The proposed Courthouse averages approximately 45' in height, but on a site

which drops 18' from East to West, the western building edge is 60' tall. The steep grade along Edwards Ferry Road mitigates this distinct elevation.

Objective 11 & 12 discuss heritage resources within the Central Planning Area. The applicant takes these considerations very seriously and addresses them in statements under Chapter 4 (above) and a larger "Environmental and Historic Resources" summary in the next section of the Statement of Justification.

Objective 15 states: **Continue to ensure sufficient parking in the Old and Historic District as additional development occurs. Minimize the impacts of parking on the pedestrian experience and character of the district.** The proposed parking garage on the Pennington lot, while not located within the H-1 District, provides 722 additional parking spaces to serve the Court Facilities as well as businesses in the H-1 District off hours. Its location outside of the H-1 district ensures the pedestrian experience of the Downtown will remain as intended, while the proposed pedestrian improvements make the garage easily accessible.

Chapter 7 – Housing

The Applicant is proposing a rezoning on land it already owns, that is already in use for Courthouse and public parking. This re-use of developable land allows other properties in the Town of Leesburg to meet the housing goals of Chapter 7 .

Chapter 8 – Economic Development

Objective 1 states: **Promote economic development that builds upon the strengths of the Town and region.**

Objective 1.B: **Retain County Government facilities in Leesburg, while ensuring that facilities are in keeping with the Town's character**

Objective 1.D: **Build upon the role of the Downtown area as an activity Center**

Objective 1.G: **Encourage redevelopment and infill development**

The 92,000 SF expansion of the court facility directly retains County Government facilities in Leesburg. The historic and economic importance of the Loudoun Courthouse at the heart of Downtown Leesburg cannot be overstated. The employees and public users of the facility enhance the economic prospects for everyone in the Downtown, creating a sustainable mass of consumers to support the many businesses of the Downtown. The proposed location is an ideal location for infill development, replacing an existing surface parking lot which does not support the civic use of the area with a new 92,000 square foot court house facility that draws inspiration from the existing court buildings aesthetic and its relationship to the neighborhood. Structured parking on the Pennington Lot will not only support the Courts, but also the surrounding businesses throughout the Downtown.

Chapter 9 – Transportation

Objective 1.B: **Require new development to maintain a level of service (LOS) C for each intersection approach at the time of the development's build out. A LOS of D should be required 20 years after development's build out.** Per Traffic Impact Study by Gorove Slade, 10/29/14:

- Future Conditions with Development (2017)
- -A traffic signal is recommended under background conditions at the intersection of North Street and King Street in order for the intersection to operate at acceptable level of service (LOS C by approach) under background conditions (2017)
  With the background improvement in place, all of the study intersections operate at acceptable level of service (*LOS C by approach*) under future conditions with development (2017). In terms of fair share, the site traffic constitutes only approximately 11.1% of the total volume at the intersection.
- Future Conditions with Development Plus 24 years (2040)
  An inherent growth rate of 1.0% per year was applied to the existing (2014) volumes in order to determine the future without development (2040) volumes. In addition to the inherent growth, the traffic generated by the following approved background developments were incorporated:

- Courthouse Square Development
- Crescent Place (Barber and Ross Study)

All study intersections operate at acceptable levels of service (*LOS D by approach*) except for the intersection of King Street and Market Street and the intersection of Edwards Ferry Road and Catoctin Circle. The following improvements are recommended:

- King Street and Market Street – Restrict southbound left turns onto Market Street, the site traffic constitutes only approximately 4.4% of the total volume at the intersection.

- Edwards Ferry Road and Catoctin Circle – Install a traffic signal. Since a background plus 24 years scenario was not analyzed, a supplemental analysis for this specific intersection was conducted without site traffic. The analysis revealed that a signal is required under background 2040 conditions and solely due to the background traffic. With the development in place, the site traffic constitutes only approximately 4.2% of the total volume at the intersection.

Objective 5.A: **Reinvest in the pedestrian environment by retrofitting sidewalks, and trails, that do not meet current standards, where feasible. Require all new development to have internal pedestrian amenities.** The Applicant is proposing to widen the existing sidewalk along the Eastern edge of Church Street as part of its pedestrian connectivity improvement plan. The southern parking aisle in the existing Pennington surface lot is being removed to allow for a pedestrian promenade leading to Church Street and its own unique pedestrian improvements. The Church St. lot and Pennington lot provide internal pedestrian amenities, inclusive of the new proposed accessible route provided to connect the Semones Parking Lot to the entrance of the new courthouse and access to the existing courts campus. The existing streetscape along Edwards Ferry Road will also be greatly enhanced, both by the construction of the new sidewalk and the experience of movement along the new open space fronting the south façade of the new courthouse.

Chapter 10 – Community Facilities & Services

The public entitlement process required for the approval of the proposed Loudoun Courthouse expansion meets the goals of Objectives 1, 2, 3 & 4. The applicant has included detailed preliminary grading and utility plans as part of the Concept Plan. This preliminary work

during the entitlement process ensures the application will ultimately meet the goals of objectives 5, 6, 8, & 10.

ENVIRONMENTAL AND HISTORIC RESOURCES

The Property has no jurisdictional waters and no major or minor floodplain. There are no endangered species or critical habitats within the project area. The tree cover that exists in the Pennington Lot will be retained to the greatest extent possible as an interim tree save area. This tree preservation area will buffer the proposed parking garage from the single family homes.

A Phase 1 Archeology Study found no items of significance on the Pennington Lot.

Loudoun County is requesting the demolition of the structures located at 106, 108, 110 and 112 Edwards Ferry Road to accommodate the expansion of the County Courthouse. Over many years, the County and the Town have discussed the expansion of the current Courthouse complex to include the property bounded by Church Street, Edwards Ferry Road and the historic cemetery. These four historic structures currently exist on this property. The Town has stressed that maintaining the presence of the County Courthouse in its current location is vital to the growth and enhancement of a healthy, historic downtown. The County concurs that the larger preservation issue at hand, is the continued relevance of the historic downtown as a hub for civic, commercial and residential activity. The expansion of the Courts complex is integral to this overarching preservation goal.

The expansion of the Courthouse complex necessitates the use of the property addressed in this application, raising the issue of the maintenance or removal of the structure located at 106, 108, 110 and 112 Edwards Ferry Road. The County understands that the property and the

historic structures on the property, are contributing elements to the Leesburg Old and Historic District and are thus part of the historic fabric of downtown Leesburg. The County has evaluated alternatives to demolition as part of the design of the expanded Courthouse complex. However, the preservation of this structure is not possible given the requirements for the new construction associated with the expansion of the courts campus.

The subject structures are contributing to the historic district. However, the structures have been significantly altered, with very little original or historic materials remaining and, based on current documentation, it is unlikely that these structures would be eligible for individual listing in the National Register of Historic Places.

The viability of these structures to support continued County functions is extremely limited to non-existent due to the security issues associated with contemporary court facilities. Given the importance of retaining the courts complex in downtown, historic Leesburg, relative to the historic significance of the subject structure, the County proposes to demolish the four structures to allow for the construction of the new courthouse, retaining the important civic presence of the courts in their current setting which is foundational to the vitality of the historic district. The increased activity in and around the proposed courthouse will support the continued vibrancy of the downtown and potentially support reinvestment in the surrounding historic properties. The expansion of the civic presence of the courts to the east will transform what is currently an underutilized property into a civic center that will support the civic core of downtown Leesburg, thereby preserving over 230 years of the presence of the Courts in the center of the town of Leesburg.

Preservation and Mitigation Strategies

Historic preservation can take many forms and there are various strategies that can be used to mitigate the loss of a historic structure. Relocation is often suggested as a means of preserving an historic structure. Relocation may be appropriate in limited cases, particularly when a structure historically significant enough to be individually eligible for the National Register. Relocation of the subject structures which are only significant in the context of the larger historic district is not a viable preservation strategy. The County is committed to preserving archivally the structures on the subject property through the completion of an intensive level architectural survey meeting Virginia Department of Historic Resources' standards and archaeological investigation of the property. The County is further committed to working with the Town to creatively incorporate and interpret the history of the subject structures as part of the development of the new courthouse in a way that is dynamic and relevant to the public at large. The courts complex is an ideal venue for public interpretation, appreciation and engagement in our shared history. Such efforts could include outline tracings of the footprints of the subject structures on the property, or selective demolition to salvage specific architectural elements that can be repurposed to create hardscape features, public sculpture, etc.

New Courthouse Construction

The courthouse expansion and associated site improvements will represent the natural growth and evolution of the Courts Campus within the Town of Leesburg. Our new structure will act to frame and highlight the highly historic structures on the campus; the second oldest

bank in the Country-the 1820 Valley Bank, the 1895 Historic Courthouse and the 1844/1873 Academy Building along with the 1955 “clone.”

We are currently exploring the landscape design of the public space which will be created along Edwards Ferry Road by the placement of the New District Courthouse. It is proposed that this new green space will align with the existing open space on the current courts campus which fronts on Market Street. Again, it is our intent to acknowledge the former location of the structure at 106 Edwards Ferry Road in some manner. We will also have on display in the completed courthouse appropriate artifacts that were found during the archeological investigation. The new building, being designed with input from all sectors of the community, will represent the future of justice in Loudoun County and will take the Courts into 2025, while supporting the continued vibrancy of historic Leesburg, VA.

As a result the County believes it is best to deconstruct these structures to allow for the construction of the new courthouse which will result in a higher and better use for the property; a use which preserves the character of downtown Leesburg through its preservation of the civic presence of the courts in their current setting. The increased pedestrian flow and activity in and around the proposed courthouse will support the continued vibrancy of the downtown and potentially support reinvestment in the surrounding historic properties. The expansion of the civic presence of the courts to the east will transform what is currently an underutilized property into a civic center that will support the civic core of downtown Leesburg, thereby preserving over 230 years of the presence of the Courts in the center of the town of Leesburg.

Preliminary design for the new courthouse is included with this application but the new courthouse is not developed far enough to include submit a final package. We expect to submit a full package for the New District Courthouse early in 2015. As stated above, it is also our intent to submit the 1980's addition to the Valley Bank for demolition at that time as well. The courthouse expansion and associated site improvements will represent the natural growth and evolution of the Courts Campus within the Town of Leesburg. Our new structure will act to frame and highlight the highly historic structures on the campus; the second oldest bank in the Country-the 1820 Valley Bank, the 1895 Historic Courthouse and the 1844/1873 Academy Building along with the 1955 "clone."

The new building, being designed with input from all sectors of the community, will represent the future of Justice in Loudoun County and will take the Courts into 2025 and beyond, while supporting the continued vibrancy of historic Leesburg, VA.

After careful analysis of possible layouts for the new courthouse the architects developed thirteen possible layouts for this courthouse. Each was driven by the minimum size of a District Courtroom in the Commonwealth of Virginia. That is 1800 square feet clear inside the Courtroom. Functional requirements drive the width and length of the courtroom. This and the adjacent requirement for in-custody defendants and both secure and public circulation paths determine the width and length of the courtroom block. The Applicant is greatly hampered by the overall size of this lot and the "L" shape configuration of the lot itself. Of these thirteen concepts-all of which required an overlap of the houses in question, seven were presented to the County and vetted through a consensus process with the County and Users. Five concepts were deemed acceptable for further development and were. These five were studied for **appropriate**

building form, setback, orientation, massing and complexity of form, spacing as well as height, width, scale and directional expression-all considerations of the Leesburg Old and Historic Design Guidelines. Through public meetings, meetings with the Town of Leesburg and further user input the design as delineated in this application was chosen as the most optimal solution for the new courthouse. The design responds to the design guidelines for structures in the historic district, addressing each building in turn as follows:

1. **Appropriate Building Form: The building form is a direct result of the functional requirements for a courthouse, expresses the dignity of the judicial process and reflects a cultural expression of its time.** The New District courthouse was designed to act as a background building to the notable, more historic structures that already exist on the courthouse campus.
2. **Setback: "Institutional buildings can use a deep setback with landscaping to emphasize their civic function."** The example given in the guidelines is the existing Loudoun County Courthouse. The New District Courthouse design aligns with the front plane of the existing courthouse as shown in your example photo on page 89 of the guidelines and creates a consistent set back along Edwards Ferry Road/Market Street.
3. **Orientation: In agreement with the Town of Leesburg, the county and Fire Marshall we are orienting this building to Church Street.** This orientation determined a building that was east west in layout. The entry orients to one of the six original streets in the Town of Leesburg and to the existing courthouse.

4. **Spacing: The spacing of this building in relationship to those it borders, where it borders another building, is related to the greater campus alignment due to its civic nature** and the desire to accommodate the 92,000 gross square feet required by the program on three stories.
5. **Massing and Complexity of Form: The Courts Floor minimum dimensions has governed the overall footprint of the building.** Two building elements-vertical circulation-project forward to break down the mass of the building through **additive massing** on the south elevation. The proposed façade elements relate to the existing courthouse themes; both the historic theme of a courthouse and the theme on campus and will serve to **vary the surface planes of the elevations**. Articulations along each elevation serve to reflect the adjacent building massing, where buildings exist. Clerestories that provide natural lighting into the Courtrooms enliven the roof profile as does the dropped roof over the entry along Church Street; both serving to **break up the roofline**.
6. **Height, Width, Scale and Directional Expression:** All elements of the building height are derived from the functional requirements of the courtroom and have been kept to a minimum but courtrooms need a certain minimum height due to their size and the required acoustics. Various **roof elements have been designed to align with the existing courthouse heights**. The average height is approximately 45'. The width of the building is related to the minimum courtroom functional requirements and **related to the massing, scale and directional expression of the existing courthouse**.

Consideration of the elements noted above all led to the final preferred design. It has a footprint that provides the required 92,000 gross square feet on three floors, nestled into the hill upon which it sits and that overlaps the four Edwards Ferry Road houses. Due to the confines of

the site, construction could not occur without some disruption beyond the building's foundations along the perimeter of the structure. At a minimum, 10 to 15 feet beyond the building's foundations will need to be disturbed to construct the new courthouse.

A cemetery to the north and existing storm water management structure to the east will direct the cranes required for this construction to Church Street and Edwards Ferry Road. The general topography of the site (which slopes approximately 18 feet from the southwest corner to the northeast corner) will require innovative storm water management solution to meet the new Commonwealth of Virginia requirements. Existing utility connections are shown on accompanying exhibits and will disrupt the site to the south of the new building are additional impacts to these four houses.

In summary, we have designed a new District Courthouse to comply with the Leesburg Old and Historic Guidelines, a design which will enhance preserve both the historic courts campus and the community as a whole. Every effort has been made to protect and enhance existing historic resources and to align with the Town of Leesburg's design guidelines. As our application documentation further supports, it is not possible to place the courthouse on this site without removal of the four Edwards Ferry Road houses.

The construction of the New District Courthouse, as proposed, is consistent with several elements of the adopted Town of Leesburg Town Plan. Specifically, Chapter 6 – Objective 11, which states "encourage infill development that is compatible with the character of existing or planned development in the vicinity"; Chapter 6- Objective 12, which states: "Provide institutional uses such as schools, libraries and government facilities, throughout the Town" and Chapter 8 – Objective 1 which states: "Promote economic development that builds upon the

strengths of the Town and region". Chapter 8 – Objective 1 goes on to specifically cite its desire to "Retain County government facilities in Leesburg" and "encourage redevelopment and infill development".

We have reviewed the possibility of relocating these four houses and due to the extensive replacement of exterior materials and their primary value as creating a context along this street we will not be pursuing this alternative. Relocation will destroy the context and leave little of value to move.

The Applicant proposes to fully document the Structures located at 106, 108,110 and 112 Edwards Ferry Road prior to any de-construction. Elements of historic import will be carefully removed with consideration of the artifacts being displayed within the new courthouse. Additionally efforts will be made to record the existence of these properties in their current location. Consideration is currently being given to the utilization of markers, monuments, or outline tracings of the footprint of the structures within the proposed greenspace fronting the southern façade of the new courthouse.

The effort above is in addition to the archaeological explorations that have been conducted on these sites which have been executed in an effort to fully identify artifacts of historic import on the site.

TRANSPORTATION

A Traffic Impact Study, prepared by Gorove Slade, was filed with the accompanying rezoning application. The majority of vehicular traffic will exit and enter the Pennington Lot, to

access both the existing surface lot and the proposed parking garage. While the traffic study stated that only one entry is required to support the volume of traffic associated with the Pennington Lot parking the design as submitted proposes two point of access to the site in response to the Town's concerns which were raised in earlier review meetings. The 2 points of ingress and egress include the existing access off Church Street, and a new egress point on North Street. A tunnel is proposed beneath Church Street to provide secure pedestrian connectivity between the existing and proposed court facilities.

The Applicant is proposing sidewalk improvements along the length of Church Street to improve pedestrian circulation.

The proposed courthouse expansion will generate approximately 282 new trips during the weekday morning peak hour, 238 new trips during the weekday midday peak hour, 184 new trips during the weekday afternoon peak hour and 1,001 new trips during an entire weekday.

ADJACENT USE RELATIONSHIP & MITIGATION

The proposed courthouse expansion on the Church Street lot is a natural and cohesive extension of the existing courthouse on the adjacent western parcel. The structure is located on-site to minimize impacts to the one adjacent residential building which shares a property line. Appropriate buffering will be provided to enhance and screen the rear yard of the residential parcel. The applicant will work with staff to design a supplemental landscape screen along the boundary of the adjacent cemetery. The western property line is shared with existing commercial uses and associated parking. The applicant is requested a modification to eliminate

the required buffer in this location. These uses and structures are compatible in the urban context of the H-1 Downtown district.

The proposed parking garage on the Pennington Lot is centrally located on the site, to maximize setbacks from surrounding residential properties. The required 25' S2 buffer will be provided on 7 of the 8 property line segments where it is required (as shown on Concept plan). Three of these segments will use existing mature vegetation to fulfill these buffer requirements. The applicant is also proposing similar tree save along the North-Eastern property line, adjacent to the church property, where no buffer is required. Sidewalks will be provided to strategically direct pedestrians efficiently from the parking garage to public sidewalks and ultimately the Loudoun Courthouse facility.

REZONING APPROVAL CRITERIA (PER SECTION 3.3.15 OF THE TOWN OF LEESBURG ZONING ORDINANCE)

A. Consistency with the Town plan has been detailed on pages 3-9 of the Statement of Justification
B. There are no applicable Loudoun County agreements or regional planning issues relevant to this application.
C. As detailed on page 19 of the Statement of Justification, the traffic study stated that only one entry is required to support the volume of traffic associated with the Pennington Lot parking garage. The design as submitted proposes improvements to Church Street "extended" to improve ingress/egress to the Pennington Surface Lot as well as the Future

garage. An exit-only from the garage is proposed onto North Street to further alleviate traffic from Church Street.

D. The New District courthouse was designed to act as a background building to the notable, more historic structures that already exist on the courthouse campus. It is a natural and cohesive extension of the existing courthouse on the adjacent western parcel. The Pennington parking garage is an extension of the existing surface lot. Increased traffic is being mitigated with an additional exit and improved pedestrian network between the Pennington Lot and the courts. Landscape buffering is provided where required and supplemental landscaping where appropriate.

TOWN PLAN AMENDMENT

The application requests a Town Plan Amendment to convert the Pennington Lot from "Low-Density Residential" to "Downtown". The applicant does not propose text amendments to the Town Plan with this application. A remapping of the subject parcel to "Downtown" designation under the current guidelines of that designation is justified below.

SECTION 3.16.5.D.2 CRITERIA

a) **"How the amendment better realizes a Town Plan goal or Objective"**

The conversion, along with the proposed rezoning to the GC district, is a legislative need to bring the existing surface parking lot into conformance with Town of Leesburg Ordinance and assist in the achievement of several Town Plan goals.

Specific Town Plan objectives which would be supported through this amendment include:

- *Land Use Objective 12: Provide institutional uses such as schools, libraries and government facilities, throughout the town.*
- *Land Use Objective 15: Continue to ensure sufficient parking in the original Old & Historic District as additional development occurs. Minimize the impacts of parking on the Old & Historic District*
- *Economic Development Objective 1: Promote economic development that builds upon the strengths of the Town*
- *Economic Development Objective 1.a: Retain County government facilities in Leesburg while ensuring that the facilities are in keeping with the Town's character*

As detailed earlier in the Statement of Justification, the site is currently used as a public parking facility for the existing courthouse complex, and proposed for a parking garage as part of TLZM-2015-0003. The existing use alone supports government facilities (Land Use 12) and ensures sufficient parking (Land Use 15). The proposed garage will continue to support those objectives and allow for economic development and the retention of County government and courthouse facilities that build upon the economic strength of the Town.

Future development on this parcel, under the guidance of the current Town Plan designation of "Low Density Residential", would eliminate parking necessary to support the existing and proposed Loudoun County Courts complex. Removal of parking on this parcel would require parking to be added elsewhere in the H1 district which is contrary to the goal of Land Use Objective #15.

b) **"How the amendment may rectify conflicting Plan goals or Objectives"**

The current Town Plan designation of "Low Density Residential" conflicts with several goals listed above (LU Objective 12; LU Objective 15; ED Objective 1.a). The elimination of the existing and future parking use for residential uses would NOT *"protect the original Old & Historic District…..its function as a government and tourism center"* as detailed in Land Use Objective 7.a of the Town Plan. Encroachment of new residential development so close to the H-1 district will directly impact the Town's ability to meet the economic goals outlined throughout Chapter 8 of the Town Plan, specifically the existing and proposed courthouse, but also additional economic opportunities which may take advantage of the parking facility and pedestrian network associated with this parcel.

c) **"How the amendment may clarify the intent of a Plan goal or objective"**

The Town Plan speaks clearly on the economic goals as they relate to the H-1 district and surrounding areas. A remapping of the planned land use enhances the means by which those goals can be achieved by removing land planned for residential development.

d) **"How the amendment may provide more specific Plan guidance"**

The following is a proposed language to be added to Objectives of the Central Planning Area:

> **Objective 17. The tract of land known as the "Pennington Lot" in the northeast quadrant of Church Street and North Street is designated for Downtown Land Use as shown on the Planned Land Use Policy Map. The property is appropriate for residential use of a design and density consistent with a transition use between the Old and Historic District to the west and south and the Low Density Residential uses to the north and east. Alternatively, the property may be used for parking associated with the**

Loudoun County Courts Complex, and other low-intensity government center uses, provided that the following conditions are met:

a. Church Street Extended is developed to public road standards.
b. Appropriate screening and buffering is provided for adjacent residential development;
c. The impacts of onsite lighting on surrounding residential development are mitigated through appropriate design and operation;
d. Any access to North Street from the site is limited to one-way exit until such time as such access is aligned with Harrison Street.

e) **"How the amendment might adjust the Plan as a necessary result of a significant change in circumstance unforeseen by the plan at the time of adoption"**

The planned land use of "Low density Residential" did not forsee the rapid growth of Loudoun County and its impact on the existing Courts facility. The need for expanded courts facilities and associated parking allows the Town of Leesburg to continue to serve as the home for the Loudoun Courts.

SECTION 3.16.5.D.3 CRITERIA

The proposed amendment's relationship to the goals of the Town Plan has been detailed above and throughout the statement of justification. In summary, the conversion of land planned for residential use to planned for "Downtown" uses, will support land use and economic goals listed throughout the Town Plan. Specifically the retention of government facilities and courts complex, and minimized impact of parking on the H-1 district.

SECTION 3.16.5.D.4 CRITERIA

The replacement of planned residential development with enhanced parking to serve an expanded courts facility and other Downtown uses has a positive economic impact.

SECTION 3.16.5.D.5 CRITERIA

As part of this application the applicant is proposing roadway improvements along the length of Church Street, to improve both pedestrian and vehicular circulation. Sidewalks shall be widened to allow for ADA accessibility and improved safety.

CHECKLIST WAIVERS

The Applicant is requesting the following checklist waivers:

Waiver of Section 3.3.6.I of the Re-Zoning Checklist– Fiscal Impact Analysis

- Request: A waiver of the required Fiscal Impact Analysis (Section 3.3.6.I of the Rezoning Checklist), typically generated with a rezoning application. This waiver is requested under the guidelines of Section 3.3.7 of the Rezoning Checklist.
- Justification: The potential expansion of the Loudoun Courts facilities in downtown Leesburg is a unique development scenario in that it will not directly generate any tax revenue for the Town of Leesburg. The parcels included in the rezoning application are owned by Loudoun County and are currently used for required parking of the existing Courts facility. Redevelopment of these parcels by the County or its assigns into any tax generating entity would require significant redevelopment elsewhere within the downtown district to replace the required parking, effectively replacing one tax generating parcel for another.

Waiver of Section 3.3.6.M.2 of the Re-Zoning Checklist– Phase 1 Archeology – Church St Lot

- Request: A waiver of the required Phase 1 Archeology (Section 3.3.6.M.2 of the Rezoning Checklist), typically generated with a rezoning application. This waiver is requested under the guidelines of Section 3.3.7 of the Rezoning Checklist.

- Justification: The entire site, on which the Loudoun County Courthouse expansion is proposed, has previously been graded and developed. At the Pre-Application conference held on October 2, 2014, it was recommended by Town of Leesburg staff that a waiver of the archeology submission requirement for this site be requested by the applicant.

SITE SPECIFIC DESIGN STANDARDS

Church St. Lot

Modification of Section 11.9 – Off-Street Loading Spaces

- Request: The Applicant is requesting a modification of Section 11.9 of the Town of Leesburg Zoning Ordinance which specifies the required number of off-street loading spaces, to reduce the required number of off-street loading spaces to 1.
- Justification: The existing Courts facility has a well-designed loading area directly off Church Street which will continue to handle a bulk of the loading needs of the complex. The Courthouse expansion is proposing 1 new loading space in the surface lot adjacent to Cornwall Street. The combination of the existing loading area and the proposed space will adequately serve the Courthouse complex loading needs.

Modification of Section 7.3.3.C – GC Zoning District Minimum Yards & Setbacks

- Request: The Applicant is requesting a modification of Section 7.3.3.C of the Town of Leesburg Zoning Ordinance, to reduce the minimum yards & setbacks to 0' for all Front, side & rear yards, as permitted by Section 7.3.3 of the Town of Leesburg Zoning Ordinance.

- Justification: The urban character of the H-1 Downtown district necessitates urban construction techniques. The proposed courthouse will require retaining walls and associated stairs along portions of the site perimeter to facilitate pedestrian circulation through the campus and the adjacent historic downtown properties. Being a courthouse project, the building also requires stand-off distances to protect the structure and occupants from attacks.

Modification of Section 11.4.1(A.2) – Offsite Parking within 500' of Non-Residential Uses

- Request: The Applicant is requesting a modification of Section 11.4.1(A.2) of the Town of Leesburg Zoning Ordinance, to allow offsite parking in excess of 500' from non-residential uses.
- Justification: The proposed Loudoun Courthouse expansion proposes a 92,000 SF courts facility on the 1.8 AC parcel at the corner of Church St. and Edwards Ferry Road. Coupled with the existing 169,419 sf Courts complex, 772 parking spaces are required per Town of Leesburg Zoning Ordinance. These spaces will be spread over the adjacent Semones lot and further north on the Pennington Lot at the intersection of Church and North Street. The Pennington Lot proposes to supplement its existing surface lot with a 532 space parking garage. The Pennington Lot and its existing/proposed parking spaces are approximately 1,000 LF from the proposed Courthouse facility. The Town Plan Chapter 6 – Objective 11 encourages infill development that is of compatible character of existing development in the vicinity. Locating the courts expansion on the Church St lot adjacent to the existing courts facility accomplishes this and other Town Plan objectives.

Adjacent parcels do not have the ability to house structured parking necessary to support the proposed expansion and thus development on the Pennington Lot, 1,000 LF from the Church St. lot is the best viable option.

Modification of Section 12.8.3 – Required Screening & Buffering

- Request: The Applicant is requesting a modification of Section 12.8.3 of the Town of Leesburg Zoning Ordinance, to reduce the required 25' S2 buffer yard adjacent to PIN # 231-49-0110 to a 5' S2 Buffer, under the guidelines of Section 12.8.5.A of the Town of Leesburg Zoning Ordinance.
- Justification: Per Section 12.8.5.A of the Town of Leesburg Zoning Ordinance, properties in the H-1 Overlay District may be reduced or eliminated at the discretion of the Land Development Official. The application proposes evergreen plantings above the requirement to ensure year-round screening.

Modification of Section 12.8.3 – Required Screening & Buffering

- Request: The Applicant is requesting a modification of Section 12.8.3 of the Town of Leesburg Zoning Ordinance, to eliminate the required 10' S2 buffer yard along the eastern property line of the subject parcel, under the guidelines of Section 12.8.5.A of the Town of Leesburg Zoning Ordinance.
- Justification: Per Section 12.8.5.A of the Town of Leesburg Zoning Ordinance, properties in the H-1 Overlay District may be reduced or eliminated at the discretion of the Land Development Official. The applicant is proposing a landscape screen along the northern

portion of the property adjacent to the proposed parking area. This includes and 8' brick screen wall and associated landscaping to screen the parking and utility area from the adjacent commercial use. For security reasons, landscaping cannot be incorporated in the area between the proposed courts building and the eastern property line.

Modification of Section 12.4 – Street Trees

- Request: The Applicant is requesting a modification of Section 12.4 of the Town of Leesburg Zoning Ordinance, to reduce the required Street Tree count from 1 canopy tree per 40' to 1 canopy tree per 100' along Church Street and Edwards Ferry Road. This modification is requested under the guidelines of Section 12.4.5.A of the Town of Leesburg Zoning Ordinance.
- Justification: The urban infill nature of the site under the guidelines of Chapter 6, Objective 11 of the Town Plan, creates unique subsurface utility constraints which limit the applicant's ability to meet the required Street Tree density along our road frontage.

Modification of Section 12.3 – Twenty Year Tree Canopy

- Request: The Applicant is requesting a modification of Section 12.3 of the Town of Leesburg Zoning Ordinance, to exclude the Church Street parcel from the minimum tree canopy requirements per Section 12.3.2.C.9 which permits exclusion for Law Enforcement Agencies.
- Justification: Section 12.3.2.C.9 allows exclusions from minimum tree canopy for law enforcement agencies.

Modification of Section 12.11.4 – Outdoor Lighting

- Request: The Applicant is requesting a modification of Section 12.11.4 of the Town of Leesburg Zoning Ordinance, to exclude the Church Street parcel from the 0.5 foot candle maximum and to allow lighting fixtures within 10' of the property line along Church Street
- Justification: Lighting levels along Church Street may already be above the zoning maximum at this property line due to existing street lights and courthouse security lighting. Lighting may be placed within 10' of the property line to safely illuminate stairs and raised crosswalk for pedestrian safety.

Pennington Lot

Modification of Section 12.8.3 – Required Screening & Buffering

- Request: The Applicant is requesting a modification of Section 12.8.3 of the Town of Leesburg Zoning Ordinance, to preserve existing vegetation within required buffer yards and eliminate the buffer planting requirement for required 25' S2-Buffer yards 'A', 'B' & 'C' as defined on the concept plan, under the guidelines of Section 12.3.4 of the Town of Leesburg Zoning Ordinance.
- Justification: The 9.9 acre Pennington Lot currently houses a surface parking lot and a mature hardwood tree stand of approximately 5 acres. The proposed parking garage will remove approximately .75 acres of this large tree stand. As required by Section 12.3.4 of the Town of Leesburg Zoning Ordinance: "Existing tree cover within any proposed subdivision plat or site plan shall be retained to the greatest extent possible and taken

fully into account in the design of the improvements, grading of the property and calculation of the minimum tree canopy requirement."

The applicant proposes an "Interim Tree Preservation Area" which includes the limits of the required buffers, to replace the required buffer plantings. This interim tree save area will serve as required buffer until any potential future development on the remaining parcel land occur. Applicant has the right to clear trees in the future if future development is proposed. Such development would be subject to a Concept Plan Amendment and thus TOL would have opportunity to ensure adequate buffering is provided in lieu of existing tree stand. A Forest Management Plan detailing the preservation area will be prepared and submitted with the Final Site Plan.

Modification of Section 12.8.3 – Required Screening & Buffering

- Request: The Applicant is requesting a modification of Section 12.8.3 of the Town of Leesburg Zoning Ordinance, to reduce a 55' segment of the required 25' S2 Buffer yard adjacent to PIN # 231-49-5631 to a 15' S2 Buffer, under the guidelines of Section 12.8.5.C of the Town of Leesburg Zoning Ordinance.
- Justification: The proposed parking garage on the Pennington Lot includes an exit drive to North Street. In order to achieve adequate site distance and minimize the offset from Harrison Street, this proposed exit is located at the western most boundary of our frontage on North Street. The modified buffer area generally aligns with the driveway depth of the adjacent residential property. Whereas the adjacent structure aligns with the unmodified, 25' S2 Buffer yard. Along with enhanced landscape screening, the applicant

is proposing a screen wall within the buffer to screen residential property from exiting vehicular traffic and headlights.

Modification of Section 12.11.3.E– Outdoor Lighting Standards

- Request: The Applicant is requesting a modification of Section 12.11.3.E of the Town of Leesburg Zoning Ordinance, to allow Light Poles on the top deck of parking structures
- Justification: The Virginia Uniform Statewide Building Code requires that 1 foot-candle (average maintained) of light be provided during and emergency for egress. The nationally recognized published standard for lighting recommendations is IESNA (Illuminating Engineering Society of North America) G-1-03 (G-1), Guideline for Security Lighting for People Property and Public Spaces and it recommends averages and average to minimums lighting levels. It also suggests using a higher average if "safety and security is a concern." Generally, it is applicant's opinion that if there is an above average risk of crime incidents in the vicinity of the project, then safety & security is a concern an average maintained illuminance of 3.0 FC should be provided on roofs of parking structures. The code mandated minimum light level, nor the industry-recommended light level, will be achievable if light poles are not permitted at the top level of the parking garage.

  The applicant's lighting consultant has studied the minimum pole height which would meet these recommended light levels as described above. A minimum height of 23' is required to allow pole location to be limited to the interior of the garage deck. Lower pole heights would necessitate more pole, at the outer extents of the garage. These pole

locations give the impression of increased height along with increased point source viewing opportunity.

The use of bollards, spandrel or wall mounted light fixtures has also been reviewed and is not viable due to the fact that the lights would not cast enough light to provide adequate light into the drive aisles and parked vehicles would block light fixtures rendering them ineffective.

CONCLUSION

The proposed Loudoun Courthouse Expansion meets several goals of the Town Plan, including: **Chapter 6 – Land Use Objective 11**: Encourage infill development that is compatible with the character of existing or planned development in the vicinity; **Land Use Objective 12**: Provide institutional uses such as schools, libraries, and government facilities, throughout the Town; **Central Planning Area Objective 15**: Continue to ensure sufficient parking in the Old and Historic District as additional development occurs. Minimize the impacts of parking on the pedestrian experience and character of the district; **Chapter 8 – Economic Development Objective 1**: Promote economic development that builds upon the strengths of the Town and region; **Objective 1.B**: Retain County Government facilities in Leesburg, while ensuring that facilities are in keeping with the Town's character; **Objective 1.D**: Build upon the role of the Downtown area as an activity Center; and **Objective 1.G**: Encourage redevelopment and infill development.

The Applicant looks forward to working with Town Staff, the Town elected officials and the public as we move towards a successful application and ultimately vibrant, successful addition to historic downtown Leesburg.

Date of Meeting: January 7, 2016

TOWN OF LEESBURG
PLANNING COMMISSION PUBLIC HEARING

Subject: TLZM-2015-0002, Loudoun County Courthouse

Staff Contact: Irish Grandfield, AICP, Senior Planner, DPZ

Applicant: Peter Hargreaves, Loudoun County,
801 Sycolin Rd. SE, Suite 301, P.O. Box 7100 Leesburg, VA 20175-7100
(703) 771-5564; Peter.Hargreaves@Loudoun.gov

Applicant's Representative: Rich Brittingham, Dewberry
1503 Edwards Ferry Rd., Leesburg, VA 201176
(703) 840-1956; rbrittingham@dewberry.com

Proposal: An amendment to the Concept Plan and proffers of TLZM-1998-0155 to allow a 92,000 s.f. courthouse and associated improvements at 2 Church Street NE. *(NOTE: There are related applications - TLTA-2015-0001 and TLZM-2015-0003- to allow development of a 4-story parking garage to provide parking for this use. Those applications are discussed in separate reports).*

Planning Commission Critical Action Date: April 16, 2016

Recommendation: Staff recommends approval subject to the revisions contained in this report. *[Staff findings are contained in Section VI on p. -- below.]*.

Acceptance Date: March 3, 2015

Acceptance Modifications/Waivers: A Fiscal Impact Analysis submission waiver was granted based on the County's tax exempt status. An Archeological study submission waiver was granted for the Courthouse expansion based on the fact that the land has already been completely cleared and graded and the site was the subject of a previous Archeological study.

Web Link: A comprehensive listing of all application documents is found on the Town website: http://www.leesburgva.gov/government/departments/planning-zoning/liam-interactive-applications-map.

Figure 1. Property Information			
Address:	2 Church Street NE	**Zoning:**	GC
PIN #:	231-38-8886	**Proposed Density:**	1.15 FAR
Size:	1.88 acres	**Planned Land Use:**	Downtown

Figure 2. Aerial

Figure 3. Application Timeline to Date	
Date	**Event**
February 18, 2015	Town Plan Amendment and Rezoning applications submitted
March 3, 2015	Applications conditionally accepted for review; additional materials requested including proffers for rezoning applications
March 3, 2015	First submission received and sent out on referral (no proffers)
April 17, 2015	First submission consolidated comments letter sent to applicant
September 4, 2015	Second submission received and sent out on referral (no proffers)
October 1, 2015	Second submission consolidated comments letter sent to applicant
November 13, 2015	Third plans submission received and sent on referral (no proffers)
November 20, 2015	Initial submission of proffers
December 8, 2015	Initial proffer & 3rd submission plan comments sent to applicant
January 7, 2016	Planning Commission Public Hearing

Suggested Motions:

Approval

I move that Rezoning TLZM-2015-0002 to amend the previously approved Concept Plan and proffers for TLZM-1998-0155 to allow a 92,000 s.f. courthouse and associated improvements at 2 Church Street NE, Leesburg Virginia 20176 be forwarded to the Town Council with a recommendation of approval on the basis that the amendment meets the Approval Criteria of TLZO Section 3.3.15 and will serve the public necessity, convenience, general welfare and good planning practice as outlined in the January 7, 2016 staff report

- Or -

Denial

I move that Rezoning TLZM-2015-0002 to amend the previously approved Concept Plan and proffers for TLZM-1998-0155 to allow a 92,000 s.f. courthouse and associated improvements at 2 Church Street NE, Leesburg Virginia 20176 be forwarded to the Town Council with a recommendation of denial on the basis that the amendment does not meet the Approval Criteria of TLZO Section 3.3.15 and will not serve the public necessity, convenience, general welfare and good planning practice based on the following findings _____.

- Or -

Alternate Motion

I move that _____.

I. **PROPOSAL:** The Loudoun County Department of Transportation & Capital Infrastructure has submitted this rezoning request on behalf of the Loudoun County Board of Supervisors. The Rezoning is one of three legislative applications needed to develop the Loudoun County Courthouse expansion. The associated legislative applications are TLTA-2015-0001, to amend the *Town Plan* Land Use Policy Map replacing the "Low Density Residential" Planned Land Use Category with "Downtown" for a 9.9 acre parcel known as the "Pennington Lot" located at the end of Church Street extended; and TLZM-2015-0003, a rezoning application from R-6 (Moderate Density Residential District) to GC (Government Center) for the Pennington Lot to allow development of a 4-story parking garage with a building footprint of approximately 56,000 square feet. The project also includes offsite pedestrian improvements between the Pennington Lot and the Courthouse to provide safe, accessible passage. Other applications associated with the project include Certificates of Appropriateness through the Board of Architectural Review (BAR) and site plan applications to be approved by the Department of Plans Review. This report focuses on the rezoning case for the courthouse lot only. Please see the separate Planning Commission public hearing staff reports for the other associated legislative applications.

The Applicant is proposing a rezoning for the Church Street Lot to amend the proffers and concept plan approved under TLZM-155. The proposal includes a 92,000 SF new courthouse building, offsite sidewalk improvements, a tunnel connecting the existing court facility with

the new proposed court facility and the removal of four structures fronting along Edwards Ferry Road in the Old and Historic District (see Figure 4: Concept Plan and Figure 5: Perspective).

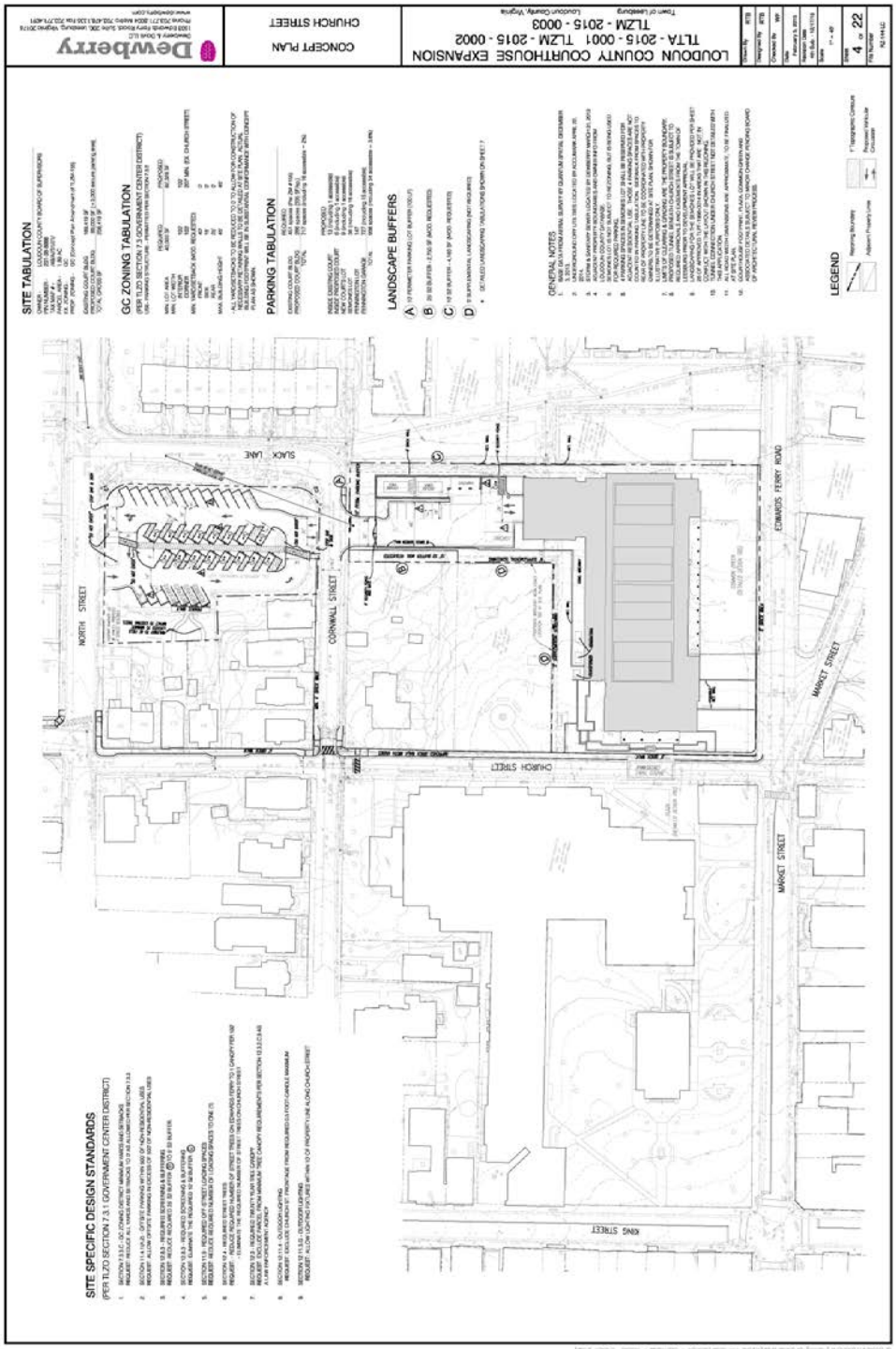


Figure 4. Concept Plan

Figure 5. Perspective

The proposed 45-foot tall courthouse will be located facing Church Street and is being designed to complement in architecture and site design the existing courts complex. Consistent with its location in the Old and Historic District the specific design elements of the building and grounds is subject to obtaining a Certificate of Appropriateness (COA) from the Town's Board of Architectural Review. As of the time of writing this staff report, the Applicant has obtained a COA for the building location, height, cornice line, setback, and entrance. This firmly establishes the essentials necessary for ensuring that the Rezoning Concept Plan appropriately shows the planned site layout. The applicant continues to meet with the BAR to secure full approval for the architecture of the building as well as for all associated structures such as walkways, pedestrian amenities, outdoor lighting fixtures, retaining walls, dumpster enclosures, gates, fencing, hardscape, and the courthouse green.

The new courthouse green spans the entire length of the property's frontage on Edwards Ferry Road. This area is anticipated to serve as a gathering space for public presentations and performances and features a series of terraced grass levels descending from the west to the east. The Applicant will be providing a historical interpretive feature in this green, the design of which will be subject to BAR approval.

Access to the site is primarily pedestrian. One access-controlled vehicle entrance will be located on Cornwall Street providing ingress and egress to underground parking for judges as well as for access to the necessary building services areas (trash dumpsters, recycling, etc.). Additional description and analysis of the site design and proposed courthouse building are provided in later in the "Staff Analysis" portion of this report.

The applicant is requesting Planning Commission action on this application by January 21, 2016 in order to meet their development schedule for the expanded courts complex.

II. **<u>CURRENT SITE CONDITIONS:</u>** The subject property consists of a surface parking lot of approximately 130 spaces and four individual houses that front on Edwards Ferry Road NE (see Figure 2. Aerial). The 1.88 acre parcel is predominately cleared with a few trees located in the yards behind the four homes and one tree located on a grass lawn facing Cornwall Street. A concrete retaining wall with a black iron pipe fence is located along the Edwards Ferry Road separating the asphalt parking area from a 4-foot wide concrete sidewalk fronting the road. A four-foot wide concrete sidewalk also fronts Cornwall Street along the northern boundary of the property. A 6-foot wide brick sidewalk fronts Church Street along the property's western limits. Overhead utility wires run along both Church and Cornwall Streets. Several utility poles are located in the Church Street sidewalk. Utility poles and overhead wires along Edwards Ferry Road are located approximately 6 feet inside the property boundary. An emergency electric generator partially screened by a 5-foot wood fence is sited near Church Street adjacent to the cemetery to the north. There are two points of access to the parking lot: one from Church Street and a second from Cornwall Street.

The original construction dates for the four houses on Edwards Ferry Road range from approximately 1800 to 1930 with the oldest located at 112 Edwards Ferry Road. Each structure has seen major additions some time after the initial construction. The four buildings

are located within Leesburg's Old and Historic District and are contributing structures to the National Register Historic District. The County purchased the four homes in 1980 and renovated the interiors to use for office purposes. On July 28, 2015 Town Council approved Certificates of Appropriateness for removal of the four houses.

III. **<u>ZONING HISTORY:</u>** The property is zoned GC (Government Center) (see Figure 7). The site was rezoned from B-1 and RHD to GC on June 23, 1998 per TLZM-1998-0155 to accommodate an earlier phase of courts expansion. That rezoning allowed development of an 80,000 s.f. courthouse building on this lot. Since that time the County has determined that additional space is needed for the courthouse expansion. This rezoning application is a Concept Plan and proffer amendment of the approved rezoning in order to allow the development of the courthouse as currently planned in lieu of the 80,000 s.f. courthouse previously approved.

The proffers for TLZM-1998-0155 cover a number of issues including land use, setbacks, landscaping, screening, transportation and parking (see Attachment 5). Key traffic mitigation commitments in the proffers are payment for two future traffic signals; one at the intersection of North and N. King Street and a second at Catoctin Circle and Edwards Ferry Road.

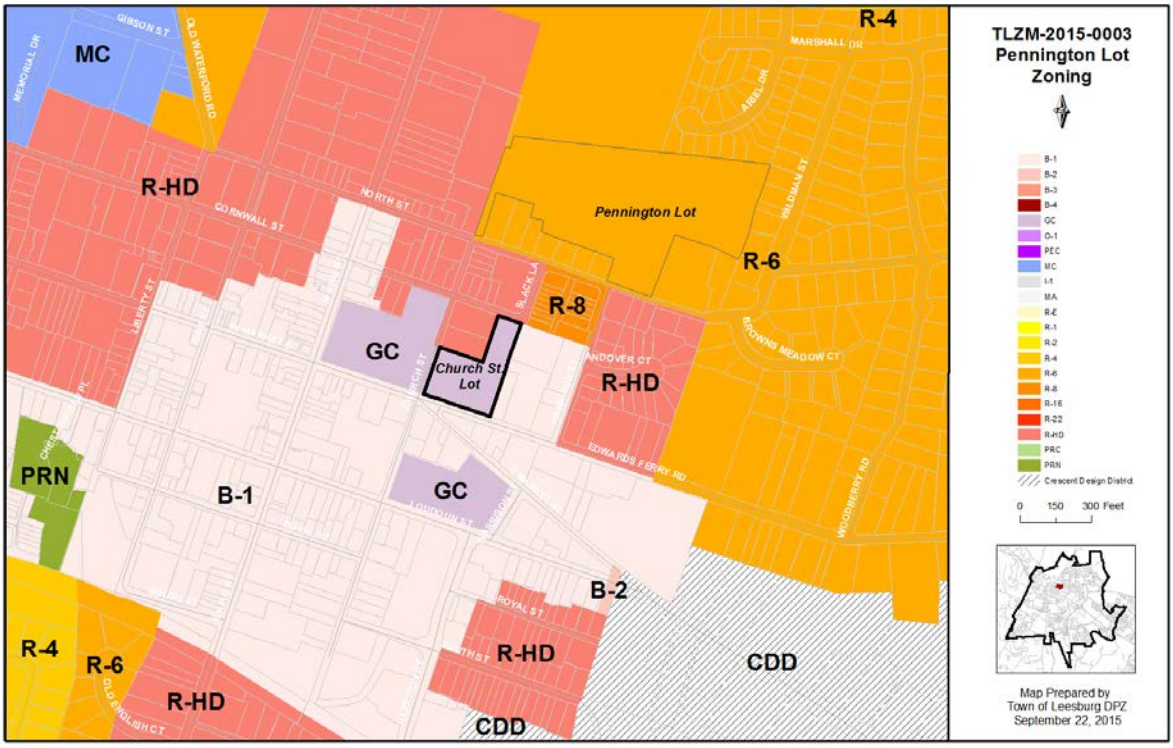


Figure 7. Zoning

IV. USES ON ADJACENT PROPERTIES

Figure 6. Adjacent Uses			
Direction	**Existing Zoning**	**Current Use**	***Town Plan* Land Use Designation**
North	RHD	Cemetery & Cornwall St.	Downtown
South	B-1	Edwards Ferry Rd. & Commercial	Downtown
East	B-1	Office	Downtown
West	GC	Church St. & existing Courthouse	Downtown

V. STAFF ANALYSIS:

A. Review Summary:

1. ***Resolved Review Items:*** Three reviews of the plan set and one review of the proffers were completed. Items discussed and resolved during the review included:

    a. Plat deficiencies
    b. Site design
    c. Building design
    d. Pedestrian access
    e. Heritage resources
    f. Buffering, screening, landscaping
    g. Access
    h. Lighting
    i. Sight distance
    j. Construction of Church Street extended
    k. Wayfinding signs
    l. Blasting Notification
    m. Pre-Construction community meeting
    n. Stormwater management
    o. Street trees

2. ***Outstanding Issues:***
    a. Offsite Transportation Contribution: Per Appendix B of the Town Plan, it is recommended that the Applicant contribute a total of $1,926,664 for off-site transportation costs (Town Plan Transportation Objective 7(b) and Appendix B). This figure is inclusive of the Pennington Lot rezoning request (TLZM-2015-0003). Off-site road improvements proffered by the Applicant may be used to decrease or meet this recommended contribution. Staff has asked the applicant to provide a cost estimate for construction of the qualifying proposed offsite transportation improvements to show their value relative to the amount anticipated. To date, the requested estimate has not been provided.

b. Signalization Improvement at N. King and North Street: The existing proffer commitment from TLZM-1998-0155 for signalization of this intersection is for the County to appropriate the revenue amount in an upcoming budget when the signal is warranted. Under the *existing* proffer, the County is responsible for the full cost of the signalization. The proposed proffer (Proffer #2, Attachment 3) only commits the applicant to provide $253,000 toward the signalization. Staff is concerned not only that the proffered amount is insufficient, but also that the signal improvement will not be in place as soon as needed under the new proffer.

   Conditions have changed at King and North Streets since the time of the original proffer in 1998. There were four right-angle accidents at this intersection last year. Had there been one more collision, the warrant would have been met for signalizing this intersection. With the additional traffic generated by not only the courts expansion but also the use of the County vehicle fleet at the Pennington Lot this intersection will become busier and therefore more challenging for drivers. Town staff recommends the proffer state that the County will obtain Town approval for a design and that the County will construct the signalized intersection prior to obtaining an occupancy permit for the courthouse expansion at 2 N. Church Street.

c. Undergrounding of Utilities: The Applicant has proffered to underground existing overhead utilities along their Church Street frontage. Staff recommends the proffer be revised to include a commitment to underground overhead utilities along Edwards Ferry Road frontage as well.

d. Town-County Agreement to Allow Tunnel beneath Church Street: The Applicant needs to obtain approval of a lease agreement or license from the Town in order to construct a tunnel beneath Church Street. This agreement needs to be approved by Town Council prior to action on the rezoning case. The Applicant is aware of the requirement and is reviewing a draft license agreement prepared by the Town Attorney. This is not an outstanding issue that must be resolved before the Planning Commission can forward a recommendation on the rezoning; Staff just wanted the Commission to be aware that this item is currently being negotiated between the Town and the Applicant.

B. *Town Plan* Compliance: TLZO Section 3.3.15 requires an assessment of how the proposed rezoning will comply with applicable provisions of the *Town Plan*. The site is located in the Central Policy Area. The Planned Land Use Policy Map designates this area as "Downtown" (see Figure 8). Applicable *Town Plan* objectives are listed below.

1. General Land Use Objectives:

Objective 1. Preserve natural and heritage resources and design development so that these resources are incorporated as amenities. (p. 6-7)

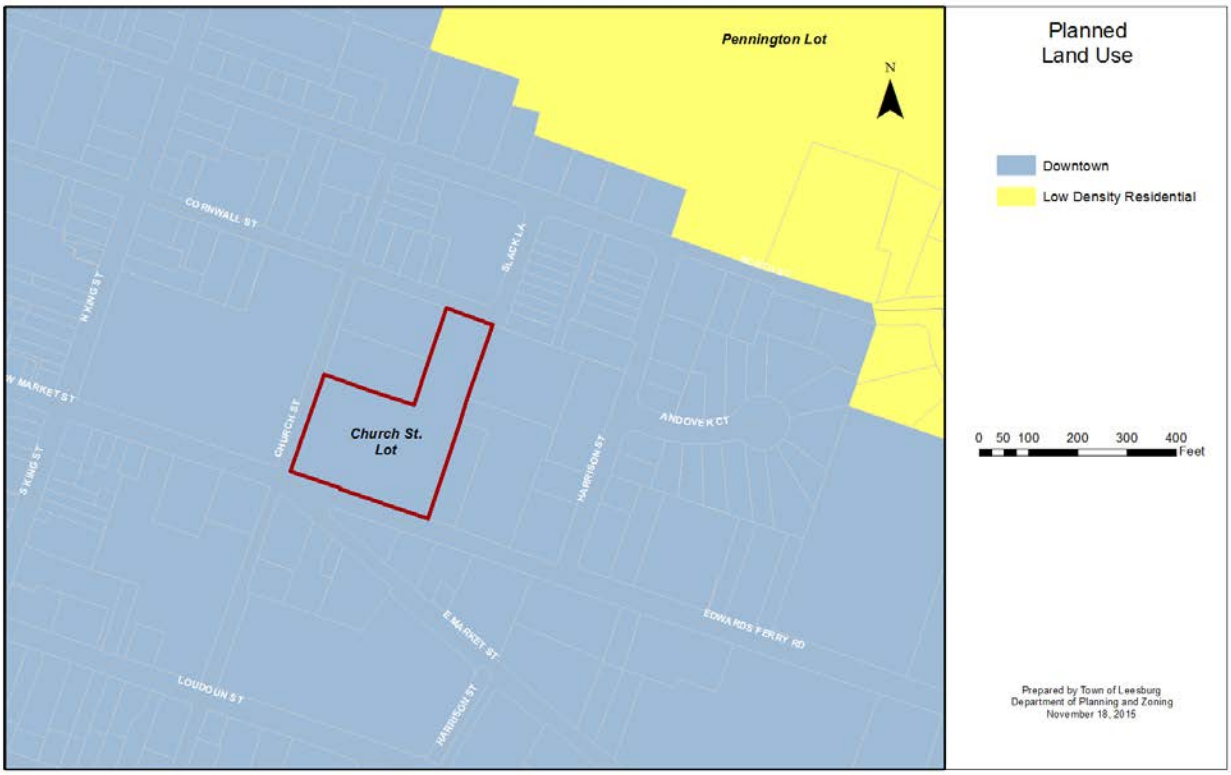


Figure 8. Town Plan Land Use

Objective 2. Development and redevelopment should be compatible with the Town's character in terms of land use and design. (p. 6-7)

Objective 4b. Obtain a fair share contribution for community facilities—such as schools, transportation, parks and recreation facilities, fire and rescue emergency services, public safety, and libraries—in the development review process. (p. 6-7)

Objective 7. Allow uses that build upon regional and local economic assets. (p. 6-8)

a. Protect the original Old and Historic District, including its function as a tourism and government center. (p. 6-8)

Objective 11. Encourage infill development that is compatible with the character of existing or planned development in the vicinity. (p. 6-8)

a. Mitigate potential negative impacts through site design, including location of facilities and access, building height, scale, and massing; and buffers between different uses. (p. 6-8)

2. <u>Central Policy Area Objectives:</u>

Objective 11. Undertake all new development and redevelopment only in a manner that protects heritage resources according to the objectives in the heritage resources element of the Plan and the Heritage Resources Policy Map. (p. 6-14)

Objective 12. Preserve and protect the integrity of historic and archaeological resources. (p. 6-14)

3. <u>Heritage Resources Objectives:</u>

Objective 3. Use the review process of private and public development to ensure that heritage resources are identified, conserved, and/or preserved. Ensure that potential impacts on heritage resources are identified and mitigated. (p. 4-4)

a. Preserve historic and archeological resources in their context. Ancillary improvements, grounds, features, and views of historic resources should be protected in addition to the primary and secondary structures. (p. 4-4)

4. <u>Economic Development Objectives:</u>

Objective 1. Promote economic development that builds upon the strengths of the Town and region. (p. 8-3)

b. Retain County government facilities in Leesburg, while ensuring that the facilities are in keeping with the Town's character. (p. 8-3)

Staff Analysis:
The Land Use chapter of the *Town Plan*, General Objectives 1, 2, 11, and 12 speak to preserving historic resources and ensuring new development is compatible both with those historic resources and the existing development in the area. Staff believes the project is compatible in land use because it is desirable to maintain court operations and facilities in the downtown area as has been the case since the Town's founding. Because this site is in the Old and Historic District the issue of compatibility of design is addressed through the Certificate of Appropriateness procedures.

The one area where the proposal conflicted with Town Plan policies is in regard to protection of heritage resources. The proposed removal of the four contributing historic structures in the Old & Historic District directly conflicts with General Land Use Objective 1, Central Policy Area Land Use objectives 11 and 12 as well as Heritage Resource Objective 3. Staff and the Board of Architecture worked with the applicant to try to develop a scenario in which the original core of these four historic resources would have been preserved. Under that scenario later additions would be removed while

retaining the essential character of the buildings. Taking this under consideration, the Town Council approved a Certificate of Appropriateness for their removal based on other plan policies that speak to the primacy of retaining local government functions, including the courts, in downtown Leesburg. Among these are General Land Use Objective 7 and Economic Development Objective 1a that provide guidance for retaining the County government function and its importance to the downtown. This proposal directly furthers these objectives.

Land Use Element Objective 4 (p. 6-7) provides guidance for controlling the impacts of new development on public facilities and infrastructure. The Traffic Impact Analysis shows impacts to the Town's road network that should be offset by public improvements. The necessary public road improvements (both pedestrian and vehicle) are proffered, though Staff has comments on two of those proffers below.

In sum, staff agrees with the Applicant that preservation of the civic courts in their current setting is important to maintain the economic health of the Historic Downtown and to retain the historic relationship between the courts and Leesburg that has existed for the past 230 years. With the exception of removing the four houses this proposal is largely consistent with the policies of the *Town Plan*.

C. <u>Transportation Analysis</u>: The Applicant has submitted a traffic impact analysis prepared by Gorove/Slade and dated February 17, 2015. An addendum to the analysis dated September 1, 2015 was also provided. Together, the traffic study and addendum demonstrate that subject to the proposed transportation improvements, the expanded courts complex can be developed while maintaining the Town's traffic standard for a Level of Service (LOS) of "C" or better.

There are three major transportation improvements associated with the courts complex expansion:

1. <u>Construction of Church Street extended (the portion of Church Street north of North Street) to public road standards.</u> Until last year, the portion of Church Street north of North Street was believed to be a part of the Pennington Lot tract of land. The County, who owns the Pennington Lot, constructed improvements along this section to provide access to the surface parking lot onsite and maintained this access. As part of the research in preparing for the submission of the applications to allow the courts expansion it was determined that the access way north of North Street is not part of the Pennington Lot but instead a Town Right-of-Way. Consistent with staff's request the applicant has proffered to upgrade the access way to public road standards following which the Town will take over responsibility for its maintenance.

2. <u>Signalization of the N. King Street and North Street intersection.</u> As described in the "Outstanding Issues" section of this report, Staff believes that the signalization will need to be in place at the time the courthouse expansion is

operational. The Applicant is simply proffering (Proffer #2, Attachment 3) to provide a contribution of $253,000 toward the signalization of North Street and N. King Street. Staff recommends that the improvement should be *constructed* by the Applicant and completed prior to the issuance of an occupancy permit for the new courthouse. Staff also believes the proffered contribution falls well short of what the improvement will actually cost.

3. Provision of a signal or traffic circle at the intersection of Edwards Ferry Road and Catoctin Circle. The Applicant has proffered to contribute $253,000 toward this intersection improvement. As proffered, this intersection improvement will not be constructed as part of the courts complex expansion. Instead, the Applicant will provide the contribution to the Town prior to obtaining an occupancy permit for the new courthouse. Staff has no issue with this improvement being constructed at a later date (as opposed to prior to courthouse occupancy) but notes that the proffered contribution falls well short of the total cost of the improvement.

D. Parking: The parking standards for the existing and proposed courts complex is one parking space for every 335 s.f. of courthouse space. The proposed courts expansion increases the total number of required spaces from 451 to 717. A total of 933 spaces are proposed consisting of 28 at the existing and proposed courts buildings, 36 at the Semones Lot, 147 surface parking spaces at the Pennington Lot, and 722 spaces in a proposed 4-story parking garage on the Pennington Lot. The proposed parking meets the required Zoning Ordinance standards.

The applicant is proposing 211 spaces above the number required. The additional parking will be used to supplement the parking at the existing County Government Office Building at 1 Harrison Street NE. Staff had requested consideration of less parking in an effort to reduce the height of the parking garage from four stories to three and thus to reduce the mass of the building. The Applicant has considered alternatives and believes the additional parking is needed and that it makes the most sense to provide those spaces at the Pennington Lot.

The Applicant has proffered to allow general public parking at the Pennington Lot when the courts are not in session (including evenings and weekends). This is consistent with the operation of the existing County Government Office garage on East Loudoun Street and provides additional parking for downtown special events.

E. Site Design: The lot is "L" shaped with frontage on Church Street, Edwards Ferry Road, and Cornwall Street (see figure 9). The Courthouse building fronts on Church Street and all public pedestrian access is located at this entrance. Service access and the entrance to a small parking area under the courthouse are provided via Cornwall Street across from the Semones Lot. An open public area identified as the Common Green is situated between Edwards Ferry Road and the courthouse. The Green features a series of terraced grass levels descending from the west to the east. The Applicant will be providing a

historical interpretive feature in this green, the design of which will be subject to BAR approval.

Vehicle access to the site will be via the Cornwall Street driveway entrance through a security gate. Vehicle access will be limited to security, service, and parking for judges. The service area includes dumpster and utility areas screened by an 8-foot high brick enclosure in the northeastern part of the service area, one loading dock, ten outdoor parking spaces, and the controlled access underground parking area. An additional eight-foot high brick wall is located along the western side of the service area providing screening for the residential property located at the corner of Church and Cornwall Streets.

Two generators are proposed within a well along the northern side of the courthouse building. An electrical transformer will also be located along this side of the building.

Prisoners will be escorted to the courthouse through an underground tunnel crossing beneath Church Street that will connect the existing secure courthouse prisoner area to the new courthouse. Landscaping and screening are provided in several locations as discussed below in the sections entitle "Site Specific Design Criteria" and "Buffering and Screening."

F. <u>Site Specific Design Criteria:</u> The GC Zoning District allows for the Applicant to propose site specific design criteria "to minimize any potential intrusion on adjoining properties" as a part of the rezoning process (TLZO Sec. 7.1). Site specific design criteria are alternative standards to Zoning Ordinance requirements for such things as landscaping, buffering, and parking. Site specific design criteria are similar to Zoning Ordinance modifications with one significant difference: a site specific design criteria is a proposal by the Applicant rather than a request. The Applicant is proposing nine site specific design criteria as described below. For the proposed criteria related to buffering and screening see Figure 9.

1. <u>Minimum Yards/Setbacks</u>

<u>*Applicant Proposal*</u> – Reduce all yards and setbacks as required by TLZO Sec. 7.3.3 to zero feet. Existing requirements are a 40-foot front yard setback, 15-foot side yard setback, and a 25-foot rear setback.

<u>*Staff Analysis*</u> – The yard/setback regulations for the GC District (TLZO Sec. 7.3.3) include a note that states: "*Front, side, and rear yard setbacks may be reduced or be provided as a zero-yard setback if demonstrated to the satisfaction of the Town Council upon recommendation from the Planning Commission that the proposed setback will facilitate a structure that is harmonious and compatible with the surrounding uses*." Many buildings in the historic downtown area feature a zero-yard setback. Zero-yard setbacks help achieve the streetscape anticipated by the Town Plan for the Old and

Historic District. Given the site's size and location staff supports the proposed site specific design criteria for zero yard setbacks. Note that actual setbacks exceed zero feet based on design of the Courts facility and per the Concept Plan Applicant must honor those setbacks.

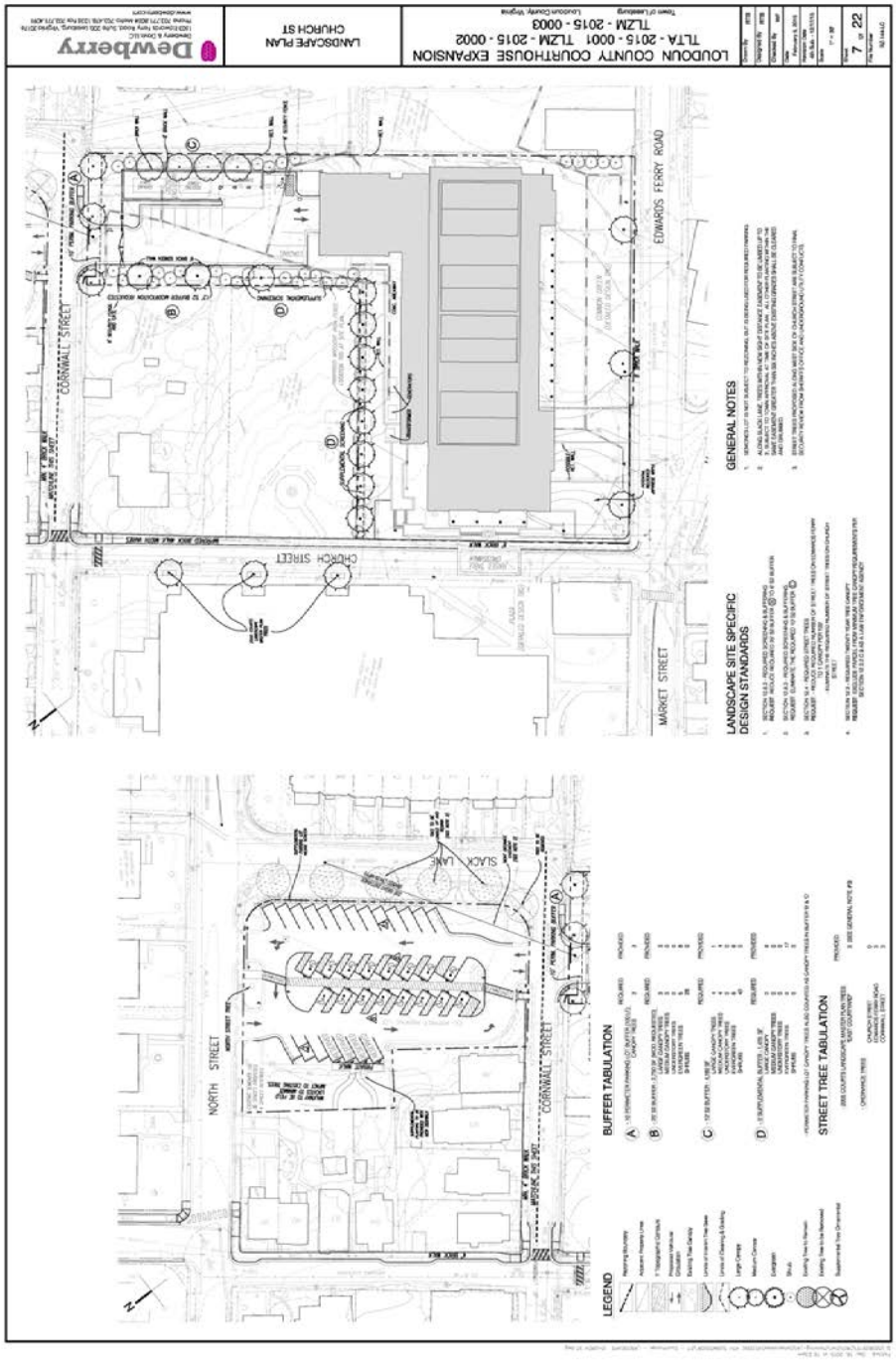


Figure 9. Landscaping Plan

2. Required Screening and Buffering – Buffer "B"

   Applicant Proposal – Reduce the required 25-foot S2 buffer (TLZO Sec. 12.8.3) between the residential property at the corner of Church and Cornwall Streets and this site to a 12-foot S2 buffer.

   Staff Analysis – The site size severely limits the potential for providing the full buffer as required. Further, a 25-foot S-2 buffer is inconsistent with the urban, downtown development pattern envisioned by the *Town Plan* in the Old and Historic District. The Applicant is proposing an 8-foot high brick wall to supplement the buffer. It is Staff's opinion that the proposed 12-wide buffer with 8-foot brick wall is a superior design compared to what would otherwise be required. Staff supports the proposed site specific design criteria for the buffer between the residential property at the corner of Church and Cornwall Streets and this site.

3. Required Screening and Buffering – Buffer "C"

   Applicant Proposal – Eliminate the required 10-foot wide S2 buffer (TLZO Sec. 12.8.3) between the commercial property to the east and this site.

   Staff Analysis – The commercial property to the east consists of small scale offices. The proposed courthouse is a compatible use. The courthouse site size severely limits the potential for providing the buffer as required. The Applicant is proposing an 8-foot high brick wall along a portion of the shared property line to screen the utilities and dumpster enclosure. Staff believes the proposed 8-foot high brick wall provides better screening than the required buffer would otherwise provide. Staff supports the proposed site specific design criteria for the buffer between the commercial property to the east and this site.

4. Loading Spaces:

   Applicant Proposal – Reduce the required four loading spaces (TLZO Sec. 11.9) to one.

   Staff Analysis – Although the courts use is assessed as "office" use in the required parking table of the Town's Zoning Ordinance it functions differently. There are significantly fewer regular occupants of the building that require deliveries. Additional loading spaces are already available at the existing courts facility across the street that will be connected by tunnel. Staff supports the proposed site specific design criteria.

5. Offsite Parking:

   Applicant Proposal – Allow offsite parking to be at the Pennington Lot approximately 900 linear feet away from the courthouse rather than providing parking within 500 linear feet as required (TLZO Sec. 11.4.1).

   Staff Analysis – The size of the courts expansion lot limits its ability to accommodate the required parking onsite. Large parking facilities are difficult to integrate into the character of the Old and Historic District. By locating the parking outside of the Old and Historic District, the applicant is able to preclude the need to convert additional lands in the Old and Historic District to parking structures. The 900-foot distance is not ideal but it has proven practical given that the Pennington Lot is currently used as public parking. Proposed pedestrian improvements to Church Street will also help current users of the parking lot. Staff supports the proposed site specific design criteria.

6. Outdoor Lighting Levels:

   Applicant Proposal – Exclude the Church Street road frontage directly from the requirement that lighting levels not exceed 0.5 footcandles at the property boundary (TLZO Sec. 12.11.4)

   Staff Analysis – The new courthouse building is appropriately sited fronting Church Street with a much-reduced yard to engage the Street and better relate to the existing court buildings across the street. For safety and security purposes the front of the building needs to be sufficiently lit. Although the applicant's current photometric plan indicates they meet the 0.5 footcandle limit, there is the possibility that final design of the building may result in a slight exceedance of the limit. Staff has asked the Applicant to indicate an upper limit to this criteria and the applicant responded that they should be able to do that by the time of Planning Commission Public Hearing. Staff notes that there are no residential uses adjacent to the area where the exceedance may occur. Subject to the Applicant agreeing to an appropriate upper limit on the footcandles at the Church Street frontage, staff supports the proposed site specific design criteria.

7. Outdoor Lighting Fixture Location:

   Applicant Proposal – Allow outdoor lighting fixtures closer than 10-feet as required by TLZO Sec.12.11.3.G

   Staff Analysis – The new courthouse building is appropriately sited fronting Church Street with a much-reduced yard to engage the Street and better relate

to the existing court buildings across the street. For safety and security purposes the front of the building needs to be sufficiently lit. Although the Applicant's current photometric plan indicates they meet the requirement that lighting fixtures maintain at least a 10-foot setback, there is the possibility that final design of the building may result in a one or more fixtures within 10 feet of the property boundary. Staff has asked the applicant to indicate a minimum distance for this standard and the Applicant responded that they should be able to do that by the time of Planning Commission Public Hearing. Staff notes that there are no residential uses adjacent to the area where the exceedance may occur. Subject to the Applicant agreeing to a minimum distance of at least 6 feet at the Church Street frontage, staff supports the proposed site specific design criteria.

8. Street Trees

Applicant Proposal – Eliminate the requirement for street trees to be located at a rate of one per 40 linear feet along Church Street and modify the 1 per 40 linear feet requirement to 1 per 100 linear feet along Edwards Ferry Road (TLZO Sec. 12.4).

Staff Analysis – The urban infill nature of the site creates unique subsurface utility constraints which limit the Applicant's ability to meet the required Street Tree density along its road frontage. Staff supports the proposed site specific design criteria.

9. 20-year Tree Canopy

Applicant Proposal – The applicant proposes to exclude the courthouse expansion parcel from the minimum tree canopy requirement of 10% coverage at twenty years (TLZO Sec. 12.3.1.A).

Staff Analysis – Section 12.3.2.C.9 allows exclusion of twenty year tree canopy requirements for Law Enforcement Agencies. Planting opportunities are very limited on this 1.88 acre site. Staff supports the proposed site specific design criteria.

G. Building Design: The property is located in the H-1 Overlay District. The BAR has reviewed the proposed building and determined that there are no issues related to building location, height, cornice line, setback, and entrance (see Attachment 1 for Building Elevations). During the site planning process, the Applicant will need to obtain a Certificate of Appropriateness (COA) for the remaining building design details. The requirement for a COA ensures appropriate building design.

H. Buffers and Screening: The applicant is providing some buffering and screening as discussed previously in the section of this report entitled "Site Specific Design Criteria."

Staff finds that the Applicant's proposed landscaping and screening measures achieve the purposes of buffering between incompatible land uses and providing enhancement of the urban environment.

I. **Fiscal Impact:** A waiver of the requirement to submit a fiscal impact analysis (TLZO Sec. 3.3.6.J) was granted based on the subject property's ownership by Loudoun County, a tax exempt entity. Redevelopment of this parcel for a tax generating use would require use of another site elsewhere downtown to accommodate the courthouse expansion, effectively replacing one tax exempt parcel with another.

J. **Utilities:** The site is served adequately by sewer and water. The Applicant has proffered to underground existing overhead utilities along their Church Street frontage. Staff recommends the proffer be revised to include a commitment to underground overhead utilities along Edwards Ferry Road frontage as well.

K. **Proffers**: TLZO Sec. 3.3.16 states in part, "*As part of an application for a rezoning, a property owner may voluntarily proffer in writing the provision of reasonable conditions to apply in addition to the requirements provided for in the applicable regulations*." The existing proffers applicable to the Property as part of TLZM-1998-0155 will be replaced in their entirety by a new set of proffers. The proffers cover substantial conformance with Concept Plan, allowable uses, transportation and pedestrian improvements, design, landscaping, buffering, and construction issues (see Attachment 3). No general cash contributions are proposed. Staff finds the proffers largely acceptable with the following exceptions:

1. King Street Traffic Signal: The current proffer (Proffer #2, Attachment 3) only commits the applicant to provide $253,000 toward the signalization. Town staff recommends the proffer state that the County will obtain Town approval for a design and that the County will construct the signalized intersection prior to obtaining an occupancy permit for the courthouse expansion at 2 N. Church Street.

2. Provision of a signal or traffic circle at the intersection of Edwards Ferry Road and Catoctin Circle. The Applicant has proffered to contribute $253,000 toward this intersection improvement (Proffer #3, Attachment 3). Staff notes that the proffered amount falls short of the actual construction cost and recommends that cost should be proffered by Applicant.

3. Undergrounding of Utilities: The Applicant has proffered to underground existing overhead utilities along their Church Street frontage. Staff recommends the proffer be revised to include a commitment to underground overhead utilities along Edwards Ferry Road frontage as well.

L. **Rezoning Approval Criteria:** Zoning Ordinance Section 3.3.15 establishes the following criteria for the Planning Commission and Town Council to use, in addition to

other reasonable considerations, in making their decision regarding approval or disapproval of a zoning map amendment application. Listed below are the specific criteria with Staff response.

- *Consistency with the Town Plan, including but not limited to the land use compatibility policies.* – As discussed in the *Town Plan* section of this report, staff finds the proposal generally consistent with the policies of the *Town Plan*. The Applicant should demonstrate that the value of their proffered offsite transportation improvements meets the anticipated amount as established in Appendix B of the Town Plan.

- *Consistency with any binding agreements with Loudoun County, as amended, or any regional planning issues, as applicable.* - There are no applicable binding agreements or inconsistent regional planning issues.

- *Mitigation of traffic impacts, including adequate accommodation of anticipated motor vehicle traffic volumes and emergency vehicle access.* – Subject to the proffered transportation improvements the transportation network is adequate to handle the vehicular trips created by the proposed development. The proposed means of ingress and egress meet DCSM and Zoning Ordinance requirements. Proposed sidewalk improvements provide for pedestrian access connecting the courthouse to offsite parking.

- *Compatibility with surrounding neighborhood and uses.* – As discussed in this report, staff believes the application is compatible and adequately mitigates impacts of the proposed use.

- *Provision of adequate public facilities.* – Adequate public facilities either exist or will be provided subject to the applicants proffers.

VI. **STAFF FINDINGS AND SUGGESTED REVISIONS:** Based on the discussion above, Staff is of the opinion that the interests of the Town and its citizens are best served by approval of the requested rezoning based on the following findings and with the following suggested revisions to further mitigate the impact of the proposal:

A. The proposal is in general conformance with the policies of the *Town Plan*; and
B. The approval criteria of TLZO Sec. 3.3.15 have been satisfied; and
C. The proposal would serve the public necessity, convenience, general welfare and good zoning practice.
D. Staff recommends that Applicant commit to design and construct the signal light at the intersection of North Street and North King Street (the existing proffer commitment) prior to obtaining an occupancy permit for the courthouse expansion at 2 N. Church Street.

E. Staff recommends that Applicant commit to provide the full cost of construction of the signal light/circle at the intersection of Edwards Ferry Road and Catoctin Circle.
F. Staff recommends that Applicant commit to underground overhead utilities along Edwards Ferry Road frontage.
G. Staff recommends that Applicant demonstrate the value of their proffered offsite transportation improvements meets the anticipated amount as established in Appendix B of the Town Plan.
H. Staff recommends that Applicant specify an appropriate upper limit on the footcandles at the Church Street frontage as part of their proposed site specific design criteria.
I. Staff recommends that Applicant specify a minimum distance of at least 6 feet from the Church Street frontage for outdoor lighting fixtures as part of their proposed site specific design criteria.

VII. RECOMMENDATION:

Staff recommends TLZM-2015-0002, Loudoun County Courthouse Phase III be scheduled for Planning Commission work session on January 21 and that the applicant be requested to provide any additional information as identified by the Commission this evening and resolve outstanding issues as identified in the staff report and by the Commission.

Attachments

1. Rezoning plans dated February 2, 2015 and revised through December 17, 2015
2. February 2, 2015 Statement of Justification revised through November 13, 2015
3. Courthouse Proffers dated December 17, 2015
4. Pennington Lot Proffers dated December 17, 2015
5. TLZM-1998-0155 Proffers dated June 23, 1998

Date of Meeting: January 21, 2016

TOWN OF LEESBURG PLANNING COMMISSION
WORK SESSION

Subject: TLZM-2015-0002, Courthouse Expansion
TLTA-2015-0001, Pennington Land Use
TLZM-2015-0003, Pennington Lot Rezoning

Staff Contact: Irish Grandfield, AICP, Senior Planner

Applicant: Peter Hargreaves, Loudoun County,
801 Sycolin Rd. SE, Suite 301, P.O. Box 7100 Leesburg, VA 20175-7100
(703) 771-5564; Peter.Hargreaves@Loudoun.gov

Applicant's Representative: Rich Brittingham, Dewberry
1503 Edwards Ferry Rd., Leesburg, VA 201176
(703) 840-1956; rbrittingham@dewberry.com

Proposal: **TLZM-2015-0002 Courthouse Expansion:** An amendment to the Concept Plan and proffers of TLZM-1998-0155 to allow a 92,000 s.f. courthouse and associated improvements at 2 Church Street NE.

TLTA-2015-0001 Pennington Lot Land Use: To amend the *Town Plan* Land Use Policy Map to replace the "Low Density Residential" Planned Land Use Category with "Downtown" and provide parcel specific policy language for appropriate land use.

TLZM-2015-0003 Pennington Lot Rezoning: A request by Loudoun County to rezone from R-6 (Moderate Density Residential) District to GC (Government Center) District to allow a 4-story parking garage.

Planning Commission Critical Action Date: **April 16, 2016**

Recommendations: Staff recommends that on January 21, 2016 the Commission discuss the issues identified in Section I and II of this memo with the applicant and determine either to schedule a work session or act on the applications.

Application Acceptance Date: **March 3, 2015**

Web Link: A comprehensive listing of all application documents is found here: http://www.leesburgva.gov/government/departments/planning-zoning/liam-interactive-applications-map

I. SUMMARY OF STAFF RECOMMENDATIONS:

Staff recommends the applicant address the following:

A. Include language in the proposed Town Plan Amendment referencing architectural quality given the proximity of possible structures to existing residential uses and the H-1, Old and Historic District.
B. Commit to specific architectural and design standards for the proposed parking garage consistent with its location adjacent to the H-1 District.
C. Design and construct the signal light at the intersection of North Street and North King Street prior to obtaining an occupancy permit for the courthouse expansion at 2 N. Church Street.
D. Commit to provide the full cost of construction for a signal light at the intersection of Edwards Ferry Road and Catoctin Circle.
E. Commit to underground overhead utilities along Edwards Ferry Road frontage.
F. Demonstrate that the value of their proffered offsite transportation improvements meets the anticipated amount as established in Appendix B of the Town Plan.
E. Specify an appropriate upper limit on the footcandles at the Church Street frontage as part of their proposed site specific design criteria.
F. Establish a minimum distance of at least 6 feet from the Church Street frontage for outdoor lighting fixtures as part of their proposed site specific design criteria.
G. Proffer the proposed storm drainage proposed to be directed from the eastern portion of the Pennington Lot behind the homes on North Street be redirected instead along North Street in front of the homes.
H. Proffer additional measures such as operational controls for the top deck lighting to make the proposed improvements more compatible with surrounding residential neighborhoods.
I. Proffer driver feedback signs for four streets.

II. PLANNING COMMISSION REVIEW SUMMARY:

The Planning Commission held a public hearing on the one town plan amendment and two rezoning applications on January 7, 2016. Fourteen members of the public spoke concerning the applications. In addition, two written comments were received. At the end of public comment, the three public hearings were closed. The Planning Commission asked questions and discussed the proposals. Without exception, all public comments expressed support for retaining the expanded courts complex in downtown Leesburg although many had concerns related to the parking garage, increased traffic, and construction. Staff provides the following summary of comments and analysis for issues identified by the public and Planning Commission. The comments are divided into three categories: A. Planning Commission discussion items; B. Responses to questions that were raised but for which no discussion is necessary; and C. Resolved issues.

A. DISCUSSION ITEMS

Transportation

1. **Traffic Volume**

   ***Concerns*:** Some citizens and Commissioners expressed concern about potential problems related to the increased volume of traffic that will be generated by the Courts expansion particularly along Church, Cornwall, North, Harrison, and King Streets. A request was made for additional information regarding routing of traffic on various streets in the vicinity of the Pennington lot.

   ***Analysis*:** The applicant will provide additional information regarding this issue at the January 21, 2016 work session.

2. **Traffic Speed/Resident Safety**

   ***Concerns*:** Residents along Church, Cornwall, North, and Harrison Streets identified problems with excessive speeding in their neighborhoods and were concerned about an increase in speeding incidents once the Pennington Lot parking garage is in place.

   ***Analysis*:** Staff is requesting a proffer from the applicant to provide funding for driver feedback signs for these streets. Such signs have been shown to decrease the incidence of speeding. Concerned residents should also identify these issues to the Town's Standing Residential Traffic Committee to see what measures may be possible to implement to improve the situation.

3. **Edwards Ferry Rd./Church St./Market St. Intersection**

   ***Concerns*:** The public and commissioners identified safety concerns with the existing 5-way intersection of Edwards Ferry Road, Church Street, and Market Street. The applicant was requested to provide additional information on what the traffic impact analysis shows for this intersection and how it might be improved.

   ***Analysis*:** The applicant will provide additional information regarding this issue at the January 21, 2016 work session.

4. **North St./Harrison St. Intersection**

   ***Concerns*:** Some members of the public identified safety concerns and requested consideration of a 3-way stop sign.

   ***Analysis*:** The applicant was requested to provide additional information on what the traffic impact analysis shows for this intersection and how it might be improved at the January 21, 2016 work session.

5. **<u>Edwards Ferry Rd./Harrison St. Intersection</u>**

***Concerns*:** Some members of the public the public identified safety concerns and requested consideration of a 4-way stop sign.

***Analysis*:** The applicant was requested to provide additional information on what the traffic impact analysis shows for this intersection and how it might be improved at the January 21, 2016 work session.

6. **<u>North/North King St. Intersection Improvement</u>**

***Concerns*:** Some members of the public spoke in support of the proposed traffic signal at North/North King Street; others expressed concerns. One Planning Commissioner requested consideration of a four-way stop sign at this intersection in lieu of a traffic signal.

***Analysis*:** The Traffic Impact Analysis shows the need for a signal at this intersection. A four-way stop does not provide a similar ability to handle the volume of traffic projected for this intersection. For safety purposes as well as to ensure the entire traffic network downtown functions at a Level of Service (LOS) C or better the signal is needed. If the Town does not secure proffer funding for this signal as part of this rezoning, the estimated nearly half a million dollar cost of providing the signal would become the responsibility of the Town taxpayers in the future. Staff continues to recommend the applicant proffer to provide the signal prior to occupancy permit for the new courthouse. If the applicant is unwilling to construct the signal then they should at a minimum proffer to provide the estimated cost of the improvement: $470,000.

7. **<u>Edwards Ferry/Catoctin Circle Intersection Improvement</u>**

***Concerns*:** One citizen and three Planning Commissioners expressed concerns related to future intersection improvements at Edwards Ferry Road and Catoctin Circle.

***Analysis*:** The traffic warrants are currently met for a traffic signal. Staff specifically requested that the applicant proffer to contribute toward an "intersection improvement" to leave open the possibility that the Town would choose an alternative option to the signal such as a traffic circle. If the Town does not secure proffer funding for this signal as part of this rezoning, the nearly half a million dollar cost of providing the signal would fall to the Town taxpayers in the future. Staff strongly recommends the applicant proffer to provide the estimated cost of a signal: $470,000. Nothing in the proffer would require the Town to signalize the intersection at this time but the money would be available in the future when the need for some type of intersection improvement arises.

8. <u>Restrictions on Public Road Use</u>

***Concerns*:** A public comment was made relative to limiting certain types of court related traffic on specific residential roads.

***Analysis*:** The Town cannot legally limit traffic on a public road based on the destination of the vehicles.

<u>Garage</u>

9. <u>Parking Garage Mass/Size</u>

***Concerns*:** Some members of the public and the Planning Commissioner expressed concerns related to the size of the proposed parking garage. They questioned why the proposal results in 221 additional parking spaces above the number required by the Zoning Ordinance. They noted that providing fewer parking spaces could result in a smaller or lower parking structure.

***Analysis*:** Staff notes that the garage could decrease in size if the applicant provided only the number of parking spaces required for the courts use. The applicant has stated that they need the additional spaces to provide parking for general county government vehicles and employees as the existing County garage does not provide the necessary space. The applicant may provide additional information regarding this issue at the Planning Commission's January 21, 2016 work session.

10. <u>Alternate Parking</u>

***Concerns*:** One Commissioner asked if providing parking elsewhere in the downtown area could result in a decrease in the size of the garage. One way to accomplish this would be to provide a portion of the parking at another site such as the Town's Liberty Street Lot or Harrison Street parking lot similar to what was proffered in the 1998 Courts rezoning.

***Analysis*:** Staff concurs with the need to reduce the size of the parking garage and to consider alternative locations if the County requires additional parking above that required to meet the Zoning Ordinance standard. Options employed in the past such as providing parking at the Liberty Street Lot and the Harrison Street Lot may not be available today. Town Council would need to agree to any use of Town property for courts parking. The applicant may provide additional information regarding this issue at the January 21, 2016 work session.

11. <u>Parking Garage Architecture</u>

***Concerns*:** Some members of the public and Planning Commissioners requested additional architecture commitments for the parking structure.

***Analysis*:** Staff has recommended that the Town Plan Amendment include language regarding architecture consistent with the site's location adjacent to the H-1, Old and Historic District. The proffers for the rezoning should address the specific architecture treatments that will be employed to ensure the structure is compatible with the historic Leesburg downtown and adjacent residential uses. The applicant may provide additional information regarding this issue at the January 21, 2016 work session.

12. <u>Parking Garage Lighting</u>

***Concerns*:** Some members of the public and Planning Commissioners opposed the top deck lighting. Requests were made to remove the fourth deck of the garage, provide a top deck roof and recess the lighting into the roof.

***Analysis*:** Staff supports an alternative design for the top deck that would reduce the impact of the lighting on surrounding properties. The applicant's parking garage lighting consultant will attend the January 21, 2016 work session to provide additional information regarding this issue.

13. <u>Operational Controls for Top Deck Lighting</u>

Concerns: The applicant should provide operational controls for the top deck in order to limit top deck lighting impacts.

Analysis: Staff understands that the applicant is developing a proffer to address this issue.

14. <u>North Street Exit from Parking Garage</u>

***Concerns*:** Members of the public questioned whether the North Street exit from the parking garage was needed and if so, whether the exit is safe. Some requested consideration of moving the exit further eastward.

***Analysis*:** The traffic impact analysis shows that it is possible to serve the parking garage without the North Street entrance. However, having all parking garage access limited to the Church Street entrance has drawbacks and staff recommends retention of the North Street exit for the following reasons:

- Single point access via Church Street limits emergency vehicle options for responding to incidents at the site. If Church Street extended were blocked by an accident north of North Street it would prohibit emergency vehicles from accessing the site.
- Without the North Street exit all traffic will pass through the offset intersection of North and Church streets which is not ideal.
- Limiting access to Church Street is unlikely to accomplish the effect that homeowners on North and Harrison streets desire (fewer vehicles passing their homes). Studies show that drivers find ways around congested areas. It is likely that a similar amount of traffic will still

travel to the east and south via North and Harrison Streets regardless of whether they are limited to exiting via Church Street.

With regard to whether the exit is safe or whether it could be shifted further east staff notes that the current proposed location meets sight distance requirements and offers the best possible views of traffic approaching on Harrison Street. Shifting the exit eastward is not possible due to sight distance issues associated with a hill on North Street to the east.

Garage Screening

15. Garage Screening from North Street.

***Concerns*:** Concerns were raised relative to the visual impact of the garage from North Street.

***Analysis*:** The applicant is expected to provide additional information at the January 21, 2016 work session.

16. "Green" Garage

Concerns: A Planning Commissioner asked for consideration of using climbing vegetation on the parking garage.

Analysis: The applicant will provide additional information at the January 21, 2016 work session.

Pedestrian

17. Sidewalk Maintenance

***Concerns*:** A Planning Commissioner asked whether the County could commit to snow removal from sidewalks on the essential pedestrian route between the Pennington and Semones parking lots and the courthouse.

***Analysis*:** The applicant will provide additional information at the January 21, 2016 work session.

18. Shuttle

***Concerns*:** A Planning Commissioner requested that a shuttle service operate continuously during courthouse hours between the Pennington Lot garage and the courthouse.

***Analysis*:** The applicant is expected to respond to this request at the January 21, 2016 work session.

Stormwater Management

19. <u>SWM Routing/Flooding</u>

***Concerns*:** Some citizens raised concerns about stormwater management and expressed support for the re-routing of stormwater behind homes on North Street to the front of the homes in North Street.

***Analysis*:** The applicant is expected to provide additional information at the January 21, 2016 work session.

<u>Fiscal Impact Courts Project</u>

20. <u>Fiscal Impact Analysis</u>

***Concerns*:** A Planning Commissioner had questions regarding the fiscal impact of the development proposal.

***Analysis*:** A waiver of the requirement to submit a fiscal impact analysis (TLZO Sec. 3.3.6.J) was granted based on the subject property's ownership by Loudoun County, a tax exempt entity. Redevelopment of this parcel for a tax generating use would require use of another site elsewhere downtown to accommodate the courthouse expansion, effectively replacing one tax exempt parcel with another.

<u>Buffering/Screening Courts</u>

21. <u>Screening Walls</u>

***Concerns*:** Questions were raised about the nature of the proposed screening walls and their visual impact. For screening purposes, a 6-foot brick wall is proposed between the parking Garage's North Street exit and 114 North Street (the Moxley property). For screening and security purposes 8-foot brick walls are proposed adjacent to a residence and surrounding the utilities enclosure at the rear of the courthouse.

***Analysis*:** Brick walls are used effectively throughout Leesburg to help separate land uses that are not entirely compatible, particularly in the downtown where mixed uses are allowed and land value is at a premium. Such walls are a more effective screen than landscape vegetation alone and provide additional benefits such as noise attenuation that landscaping does not. There are many examples of attractive brick walls in Leesburg and staff believes they are appropriately proposed with the Courthouse expansion land development applications. The Board of Architectural Review will have the final say on the design of any walls associated with the development at 2 N. Church Street due to the property's location in the Old and Historic District.

22. <u>Native Trees</u>

***Concerns*:** A Planning Commissioner requested that applicant commit to use native trees in landscaping.

***Analysis*:** The applicant is expected to provide additional information regarding this issue at the January 21, 2016 work session.

Modifications

23. Reconsideration of Waivers and Buffers

***Concerns*:** A Planning Commissioner asked for additional information about the modifications the applicant was requesting.

***Analysis*:** The applicant is expected to provide additional information regarding this issue at the January 21, 2016 work session.

Construction

24. Construction Hours

***Concerns*:** A Planning Commissioner asked the applicant to proffer to limit construction hours to 7:00 am – 10:00 pm.

***Analysis*:** The Town Code allows construction related activities between the hours of 6:30 am and 10:00 pm. Staff is opposed to having this one development adhere to a different standard than the rest and foresees potential enforcement problems. The applicant is expected to reply to this request at the January 21, 2016 meeting.

25. Church St. Closures

***Concerns*:** Planning Commissioners asked questions about the nature of closures of Church Street during construction and notifications.

***Analysis*:** The applicant will provide additional information regarding this issue at the January 21, 2016 work session.

26. Blasting Hours & Impacts

***Concerns*:** A Planning Commissioner asked the applicant to proffer to provide pre-blast surveys to a larger area than the 300 feet from the blasting site currently proffered. The Commissioner suggested a distance of 600 feet.

***Analysis*:** A pre-blast survey notice is more complicated than notification. The applicant has proffered to provide pre-blast survey to occupants of structures that are situated within 300 feet of the blasting site. The minimum distance required by the Town Code is 150 feet although the Fire Marshal has the authority to further increase the required distance. Staff agrees with the intent to provide notification to a larger audience but does not see the need to do property surveys further than 300 feet if the Fire Marshal does not require a greater distance. The applicant is expected to further reply to this request at the January 21, 2016 work session.

27. <u>Access During Construction: Episcopal Cemetery and Catholic Cemetery</u>

***Concerns*:** A Planning Commissioner asked whether construction of the courthouse will block access from Church Street to the Episcopal Cemetery. How will access be provided to the Catholic Cemetery during construction of Church Street extended?

***Analysis*:** The applicant is expected to address this issue at the at the January 21, 2016 work session.

<u>Proffers</u>

28. <u>Proffer Changes</u>

***Concerns*:** A Planning Commissioner requested several specific wording changes to the proposed proffers.

***Analysis*:** The applicant is expected to respond to this request at the January 21, 2016 work session.

B. RESPONSES TO COMMISSIONER QUESTIONS

29. <u>Possible Property-Taking</u>

***Concerns*:** The landowner at 114 North Street asked whether his land would be taken as part of development of the parking garage.

***Analysis*:** There will be no condemnation of property with development of the parking garage.

30. <u>Fencing Common Green</u>

***Concerns*:** A Planning Commissioner asked if the proposed Common Green will be fenced or left open.

***Analysis*:** The Common Green is not proposed to be fenced.

31. <u>Statement of Justification Clarifications</u>

***Concerns*:** A Planning Commissioner expressed concern about the use of non-committal language in the applicant's Statement of Justification.

***Analysis*:** The Statement of Justification is a description of the project relative to Town Plan and Zoning ordinance requirements. The proffers are the document that record commitments of the applicant for development of the site; language in the Statement of Justification has no legal force.

32. <u>Lifting ADA Restriction on parking spaces after hours</u>

***Concerns*:** A Planning Commissioner asked about whether handicap parking spaces in the Semones lot could become non-restricted parking spaces in the evening.

***Analysis*:** Staff believes this concern was related to the belief that Mt. Olive Lodge would lose access to evening parking at the Semones Lot due to all spaces being designated for handicap parking. In reality, the majority of the parking spaces at the Semones Lot will not be handicap restricted and will be open to the public.

C. RESOLVED ISSUES

33. <u>Obstruction of View at North/North King Street Intersection</u>

***Concerns*:** Several citizens and Planning Commissioners spoke about sight distance problems at the North/North King intersection and asked for the Town to take actions to improve the situation.

***Analysis*:** As requested, the Town will be reposting a "Compact Car Only" sign for the King Street parking space closest the south of the intersection. At the time the traffic signal is constructed, additional intersection improvements will be considered.

34. <u>Better One-Way Signage</u>:

***Concerns*:** Residents of Cornwall Street noted that each day many drivers go the wrong way down the existing one-way stretch of Cornwall east of Church Street. They were concerned that once drivers miss the initial "One-way" sign at the corner of Church and Cornwall there are no additional warning signs to alert them to the error. A request was made for the Town to implement measures to address this issue through better signage and enforcement.

***Analysis*:** The Town's Public Works staff will be evaluating options for better signage to alert drivers.

35. <u>Acreage Discrepancy</u>

***Concerns*:** A Planning Commissioner raised a concern regarding the exact acreage of the Pennington Lot.

***Analysis*:** The 9.9 acre size identified on the rezoning plat is the correct acreage. County records will be updated in the future when a plat is recorded showing the actual surveyed acreage as identified on the rezoning plat.

36. <u>On-Street Parking</u>

***Concerns*:** Residents spoke about a lack of on-street parking due to court-related traffic often occupying the available parking spaces.

***Analysis*:** This proposal provides the necessary parking to accommodate all courts operations. Some court attendees will continue to choose any available non-restricted on-street parking. Concerned residents can petition the Town Manager to establish a "Residential Parking Permit" zone consistent with the Town Code.

37. <u>Sidewalk Condition</u>

***Concerns*:** Residents along Cornwall Street identified the need for improved sidewalks along the street.

***Analysis*:** This proposal will rebuild the sidewalk along Cornwall Street between the Semones Lot and Church Street. If residents wish to have additional sections of sidewalk improved they should petition Town Council so the request can be considered as part of the Town's Capital Improvement Program.

38. <u>Wayfinding Signage</u>

***Concerns*:** Questions were raised relative to the nature of the proposed wayfinding signage.

***Analysis*:** The applicant is expected to provide information to satisfy this concern at the January 21, 1216 work session.

39. <u>Mt. Olive Lodge Request</u>

***Concerns*:** A spokesperson for the property north of the Semones parking lot requested ADA access from the lot to the lodge.

***Analysis*:** Staff understands that the applicant has agreed to the request.

III. <u>ACTION SINCE THE PLANNING COMMISSION PUBLIC HEARING:</u>

Since the public hearing on January 7, 2016 staff and the applicant met on several occasions to discuss the outstanding issues and items raised at that hearing. As a result, staff understands that the applicant intends to submit revised plans and proffers addressing many of these issues prior to the Planning Commission's January 21, 2016 work session. At the time that this report was prepared the revised materials had not been submitted. Staff has asked the applicant to summarize the changes in the plans and proffers as part of their presentation that evening.

IV. <u>RECOMMENDATION:</u>

Staff recommends that on January 21, 2016 the Planning Commission discuss the issues identified in Section I and II of this memo with the applicant. After that discussion, the parties should identify any changes that the applicant will make to the plans and proffers and discuss the amount of time necessary for the applicant to make the changes. The Planning Commission should then determine the date of the next work session, or they may take action on the applications on January 21, 2016 if they determine no further work session is required.

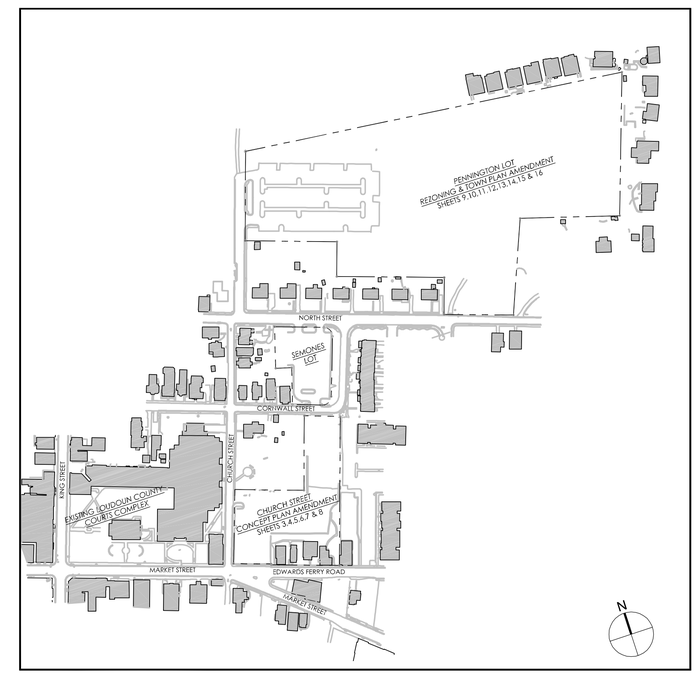
LOUDOUN COUNTY COURTHOUSE EXPANSION - PHASE III

TOWN PLAN AMENDMENT TLTA-2015-0001
ZONING MAP AMENDMENT TLZM-2015-0002
ZONING MAP AMENDMENT TLZM-2015-0003

TOWN OF LEESBURG LOUDOUN COUNTY, VIRGINIA

AERIAL RENDERING

VICINITY MAP SCALE: 1" = 500'



CONTEXT MAP SCALE: 1" = 200'

GENERAL NOTES

1. THIS REZONING AND TOWN PLAN AMENDMENT IS FOR THE PARCELS IDENTIFIED ON THE LOUDOUN COUNTY PARCEL MAP AS PIN NUMBERS: 231-38-8886 AND 231-49-7056. THE PROPERTIES ARE OWNED BY THE LOUDOUN COUNTY BOARD OF SUPERVISORS.
2. THE BOUNDARY INFORMATION SHOWN HEREON WAS TAKEN FROM A BOUNDARY SURVEY BY DEWBERRY DATED APRIL 3, 2014.
3. BASE DATA FROM AERIAL SURVEY BY QUANTUM SPATIAL DECEMBER 3, 2013.
4. UNDERGROUND DRY UTILITIES LOCATED BY ACCUMARK APRIL 22, 2014.
5. STORM & SANITARY SEWER LOCATED BY DEWBERRY MARCH 31, 2013
6. ADJACENT PROPERTY BOUNDARIES AND OWNER INFO FROM LOUDOUN COUNTY DATABASE.
7. TRAFFIC IMPACT ANALYSIS COMPLETED BY GOROVE SLADE, OCTOBER 29, 2014.
8. US FISH & WILDLIFE SERVICE IDENTIFIED NO THREATENED OR ENDANGERED SPECIES, OR CRITICAL HABITATS IN THE PROJECT BOUNDARY, MAY 30, 2014.
9. DEWBERRY CONDUCTED A WETLAND INVESTIGATION ON THE SUBJECT PROPERTY IN MARCH 2014. NO JURISDICTIONAL WATERS WERE LOCATED WITHIN THE PROJECT BOUNDARY.
10. PHASE 1 ARCHEOLOGY SURVEY ON THE PENNINGTON LOT WAS CONDUCTED BY MILNER ASSOCIATES.
11. A TREE SURVEY WAS CONDUCTED BY DEWBERRY ON MARCH 31, 2014.
12. A PRELIMINARY PHASE 1 ENVIRONMENTAL SITE ASSESSMENT WAS CONDUCTED BY DEWBERRY, JUNE 2014.
13. DCR DIVISION OF NATURAL HERITAGE IDENTIFIED NO NATURAL AREA PRESERVES IN THE PROJECT VICINITY. NEARBY NATURAL HERITAGE RESOURCES WILL NOT BE ADVERSELY IMPACTED BY THE PROJECT. REPORT DATED JUNE 23, 2014.
14. DEVELOPMENT OF THE PROPERTY SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THIS CONCEPT PLAN WHICH SHALL CONTROL THE USE LAYOUT AND CONFIGURATION OF THE PROPERTY, WITH REASONABLE ALLOWANCES TO BE MADE FOR ENGINEERING AND DESIGN ALTERATION TO MEET TOWN ZONING, SUBDIVISION AND LAND DEVELOPMENT REGULATIONS.
15. PRIOR TO APPROVAL OF ANY SITE PLAN APPLICATION ON THE PENNINGTON LOT THE APPLICANT SHALL PROVIDE CORE BORING INFORMATION TO VERIFY THAT THE APPROPRIATE PAVEMENT SECTION FOR CHURCH STREET "EXTENDED" WILL BE PROVIDED IN ACCORDANCE WITH PUBLIC STREET STANDARDS. THE APPLICANT SHALL REMOVE AND REPLACE ANY PORTION OF THE EXISTING PAVEMENT THAT DOES NOT MEET THE MINIMUM REQUIREMENTS. THE FINAL PAVEMENT DESIGN MUST BE APPROVED BY THE TOWN OF LEESBURG PUBLIC WORKS DEPARTMENT.
16. COURTHOUSE ELEVATIONS AND RENDERINGS ARE FOR ILLUSTRATIVE PURPOSES ONLY. SUBJECT TO CHANGE THROUGH BOARD OF ARCHITECTURAL REVIEW AND APPROVAL.

TLZM - 2015-0003 & TLTA-2015-0001
PARKING GARAGE - PENNINGTON LOT

PIN#:	231-49-7056
TOTAL PARCEL AREA:	±9.9 AC
EXISTING ZONING:	R-6
PROPOSED ZONING:	GC
EXISTING PLANNED LAND USE:	LOW-DENSITY RESIDENTIAL
PROPOSED PLANNED LAND USE:	DOWNTOWN
LEGISLATIVE ACTION:	REZONING & TOWN PLAN AMENDMENT

TLZM - 2015-0002
COURTHOUSE EXPANSION - CHURCH ST. LOT

PIN#:	231-38-8886
TOTAL PARCEL AREA:	±1.88 AC
EXISTING ZONING:	GC
PROPOSED ZONING:	GC
LEGISLATIVE ACTION:	CONCEPT PLAN AMENDMENT

SHEET INDEX

1. COVER SHEET
2. REZONING PLAT
3. CHURCH ST - EXISTING CONDITIONS
4. CHURCH ST - CONCEPT PLAN
5. CHURCH ST - GRADING & UTILITIES
6. CHURCH ST - PHOTOMETRIC PLAN
7. CHURCH ST- LANDSCAPE PLAN
8. CHURCH ST - ELEVATIONS & PERSPECTIVES
9. PENNINGTON LOT - EXISTING CONDITIONS
10. PENNINGTON LOT - CONCEPT PLAN
11. PENNINGTON LOT - GRADING & UTILITIES
12. PENNINGTON LOT - PHOTOMETRIC PLAN
13. PENNINGTON LOT - LANDSCAPE PLAN
14. PENNINGTON LOT - ELEVATIONS
15. PENNINGTON LOT - GARAGE PERSPECTIVES
16. PENNINGTON LOT - VIEWSHED PERSPECTIVES
17. PEDESTRIAN & VEHICULAR CIRCULATION PLAN
18. CHURCH STREET IMPROVEMENTS
19. CROSS SECTIONS
20. SIGHT DISTANCE PLAN & PROFILES
21. SIGHT DISTANCE PLAN & PROFILES
22. AUTO TURN EXHIBIT

OWNER

LOUDOUN COUNTY BOARD OF SUPERVISORS
1 HARRISON STREET, PO BOX 7000
LEESBURG, VA 20177

APPLICANT

DEPARTMENT OF TRANSPORTATION & CAPITAL INFRASTRUCTURE
801 SYCOLIN ROAD S.E. SUITE 310
LEESBURG, VA 20175

NO.	DATE	DESCRIPTION	BY
5	2/316	PLANNING COMMISSION COMMENT REVISIONS	RTB
4	1/20/16	4TH REFERRAL COMMENT REVISIONS	RTB
3	12/17/15	3RD REFERRAL COMMENT REVISIONS	RTB
2	11/13/15	2ND REFERRAL COMMENT REVISIONS	RTB
1	9/3/15	1ST REFERRAL COMMENT REVISIONS	RTB

Dewberry
Dewberry & Davis LLC
1503 Edwards Ferry Road, Suite 200, Leesburg, Virginia 20176
Phone 703.771.8004 Metro 703.478.1335 Fax 703.771.4091
www.dewberry.com

COVER SHEET

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Plan Number	
Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Scale	1" = 100'
Sheet	1 Of 22
File Number	RZ-144-LC

Plotted: Feb 03, 2016 at 11:37am
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NOTES:

1.) THE PARCEL IDENTIFICATION NUMBER (P.I.N.) FOR THE PROPERTIES SHOWN HEREON ARE 231-49-7056, 231-49-1925 & 231-38-8886.

2.) NO ZONING VIOLATIONS HAVE BEEN DETERMINED BY THIS FIRM. CURRENT ZONING IS B-1, R-HD & R-6.

3.) NO HAZARDOUS WASTE SITES INVENTORY TAKEN FOR THIS SURVEY.

4.) NO SUBSURFACE INVESTIGATION HAS BEEN DONE BY THIS FIRM FOR UNDERGROUND UTILITIES.

5.) NO ENVIRONMENTAL IMPACT STUDY HAS BEEN DONE BY THIS FIRM.

6.) NO GRAVEYARD INVENTORY TAKEN.

7.) NO WETLANDS INVENTORY TAKEN.

8.) SURVEY BASED ON A CURRENT FIELD RUN SURVEY.

9.) THE PROPERTY IS DELINEATED ON FEMA (FEDERAL EMERGENCY MANAGEMENT AGENCY) FLOOD INSURANCE RATE MAP NUMBER 51107C0227D & 51107C0231D, EFFECTIVE DATE JULY 5, 2001 AND LIES WITHIN ZONE "X" WHICH IS DEFINED AS "AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOODPLAIN".

10.) NO TITLE REPORT FURNISHED

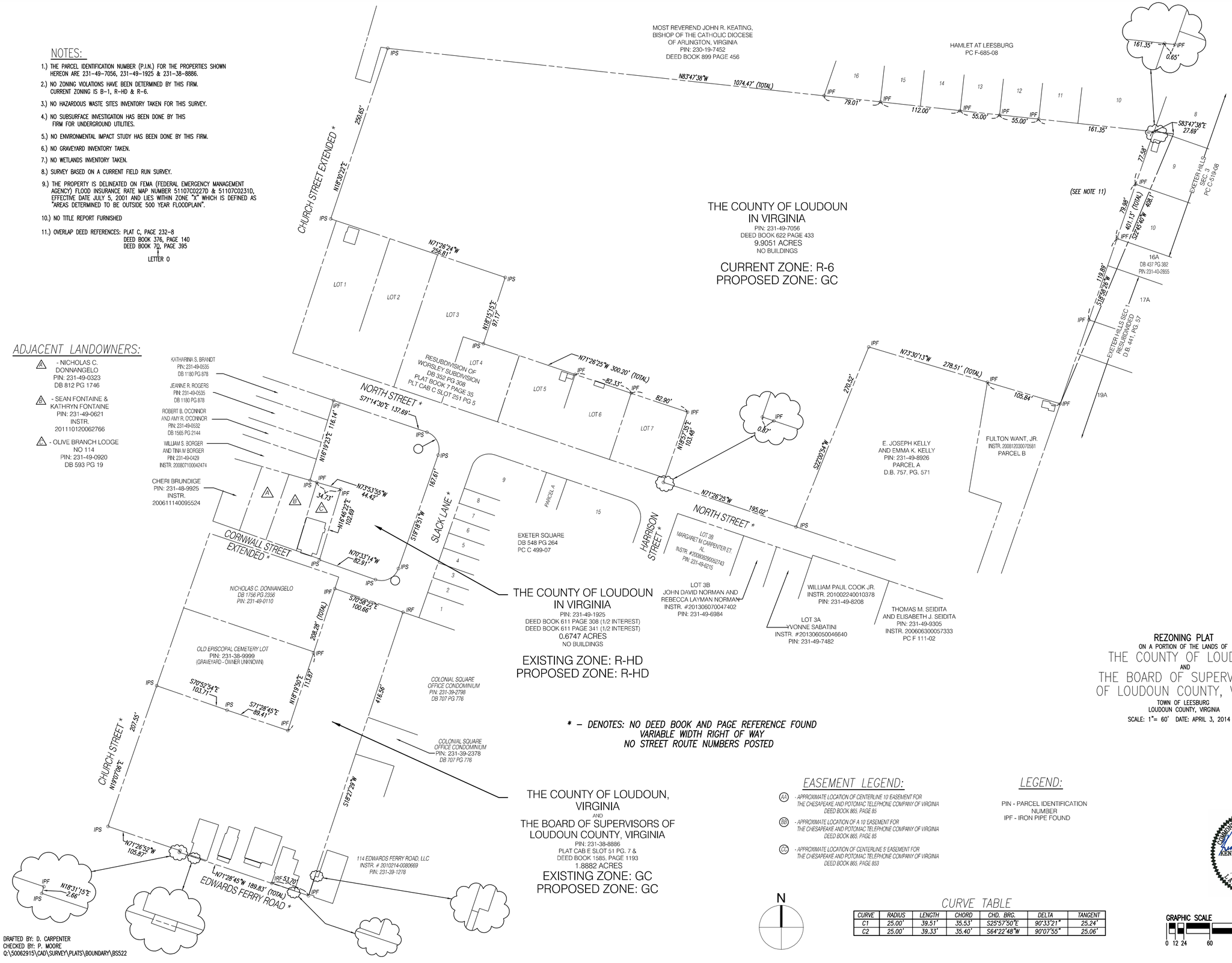
11.) OVERLAP DEED REFERENCES: PLAT C, PAGE 232-8
DEED BOOK 376, PAGE 140
DEED BOOK 70, PAGE 395
LETTER O

ADJACENT LANDOWNERS:

A - NICHOLAS C. DONNANGELO
PIN: 231-49-0323
DB 812 PG 1746

B - SEAN FONTAINE & KATHRYN FONTAINE
PIN: 231-49-0621
INSTR. 201110120062766

C - OLIVE BRANCH LODGE NO 114
PIN: 231-49-0920
DB 593 PG 19



* – DENOTES: NO DEED BOOK AND PAGE REFERENCE FOUND
VARIABLE WIDTH RIGHT OF WAY
NO STREET ROUTE NUMBERS POSTED

EASEMENT LEGEND:

A/A - APPROXIMATE LOCATION OF CENTERLINE 10 EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA DEED BOOK 865, PAGE 85

B/B - APPROXIMATE LOCATION OF A 10 EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA DEED BOOK 865, PAGE 85

C/C - APPROXIMATE LOCATION OF CENTERLINE 5 EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA DEED BOOK 865, PAGE 853

LEGEND:

PIN - PARCEL IDENTIFICATION NUMBER
IPF - IRON PIPE FOUND

N

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD	CHD. BRG.	DELTA	TANGENT
C1	25.00'	39.51'	35.53'	S25°57'50"E	90°33'21"	25.24'
C2	25.00'	39.33'	35.40'	S64°22'48"W	90°07'55"	25.06'

DRAFTED BY: D. CARPENTER
CHECKED BY: P. MOORE
Q:\50062915\CAD\SURVEY\PLATS\BOUNDARY\BS522

REZONING PLAT
ON A PORTION OF THE LANDS OF
THE COUNTY OF LOUDOUN
AND
THE BOARD OF SUPERVISORS OF LOUDOUN COUNTY, VIRGINA
TOWN OF LEESBURG
LOUDOUN COUNTY, VIRGINIA
SCALE: 1"= 60' DATE: APRIL 3, 2014

COMMONWEALTH OF VIRGINIA
KENNETH L. MOORE, JR.
Lic. No. 1879
10-20-2015
LAND SURVEYOR

GRAPHIC SCALE 1"=60'
0 12 24 60 120 240

Dewberry
Dewberry & Davis LLC
1503 Edwards Ferry Road, Suite 200, Leesburg, Virginia 20176
Phone 703.771.8004 Metro 703.478.1335 Fax 703.771.4091
www.dewberry.com

REZONING PLAT

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1" = 60'
Sheet	2 of 22
File Number	RZ-144-LC

Plotted: Jan 29, 2016 at 2:51pm
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CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD	CHD. BRG.	DELTA	TANGENT
C1	25.00'	39.51'	35.53'	S25°57'50"E	90°33'21"	25.24'
C2	25.00'	39.33'	35.40'	S64°22'48"W	90°07'55"	25.06'

LEGEND

- Rezoning Boundary
- Adjacent Property Lines
- 1' Topographic Contours
- Existing Vegetation
- Storm Sewer
- Sanitary Sewer
- Water Line
- Fiber Optic Cable
- Telephone
- Gas
- Electric
- Unknown
- Denotes Existing Parallel Parking Area

ADJACENT OWNERS

B1	BRANDT, KATHARINA S ZONE: R-HD PIN: 231-49-0738 STATE USE: URBAN SINGLE FAMILY
B2	ROGERS, JEANNE R ZONE: R-HD PIN: 231-49-0535 STATE USE: URBAN SINGLE FAMILY
B3	OCONNOR, ROBERT B & AMY R ZONE: R-HD PIN: 231-49-0532 STATE USE: URBAN SINGLE FAMILY
B4	BORGER, WILLIAM S & TINA M ZONE: R-HD PIN: 231-49-0429 STATE USE: URBAN SINGLE FAMILY
B5	HARTIG, LOUIS SAXON ZONE: R-HD PIN: 231-49-0621 STATE USE: URBAN SINGLE FAMILY
B6	MOXLEY, LESTER O ET AL TRUSTEES ZONE: R-HD PIN: 231-49-0920 STATE USE: URBAN SINGLE FAMILY
B7	PAYNE, FAY W ZONE: R-8 PIN: 231-49-3825 STATE USE: URBAN SINGLE FAMILY
B8	KISER, PAUL D & TRACEY E ZONE: R-8 PIN: 231-49-3722 STATE USE: URBAN SINGLE FAMILY
B9	BURNHAM, JOHN E & DENISE J ZONE: R-8 PIN: 231-49-3620 STATE USE: URBAN SINGLE FAMILY
C1	GOINS, KENNETH W TRUSTEE ZONE: R-8 PIN: 231-49-3618 STATE USE: URBAN SINGLE FAMILY
C2	KESSLER, CARLEIGH ZONE: R-8 PIN: 231-49-3516 STATE USE: URBAN SINGLE FAMILY
C3	SUDDERTH, GAIL ZONE: R-8 PIN: 231-49-3414 STATE USE: URBAN SINGLE FAMILY
C4	LUMLEY, ANDREW R & TAMARA A ZONE: R-8 PIN: 231-49-3412 STATE USE: URBAN SINGLE FAMILY
C5	RICKETTS, JOHN F & ALEXANDRIA L ZONE: R-8 PIN: 231-49-3309 STATE USE: URBAN SINGLE FAMILY
C6	BOUFFARD, THOMAS A & PAULA ZONE: R-8 PIN: 231-49-3207 STATE USE: URBAN SINGLE FAMILY

EASEMENT NOTES

(AA) APPROXIMATE LOCATION OF CENTERLINE 10' EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA. DEED BOOK 865, PAGE 85

(BB) APPROXIMATE LOCATION OF CENTERLINE 10' EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA. DEED BOOK 865, PAGE 85

(CC) APPROXIMATE LOCATION OF CENTERLINE 5' EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA. DEED BOOK 865, PAGE 853

GENERAL NOTES

1. BASE DATA FROM AERIAL SURVEY BY QUANTUM SPATIAL DECEMBER 3, 2013.
2. UNDERGROUND DRY UTILTIES LOCATED BY ACCUMARK APRIL 22, 2014.
3. STORM & SANITARY SEWER LOCATED BY DEWBERRY MARCH 31, 2013
4. ADJACENT PROPERTY BOUNDARIES AND OWNER INFO FROM LOUDOUN COUNTY DATABASE..

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CHURCH STREET
EXISTING CONDITIONS

LOUDOUN COUNTY COURTHOUSE EXPANSION

TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg, Loudoun County, Virginia

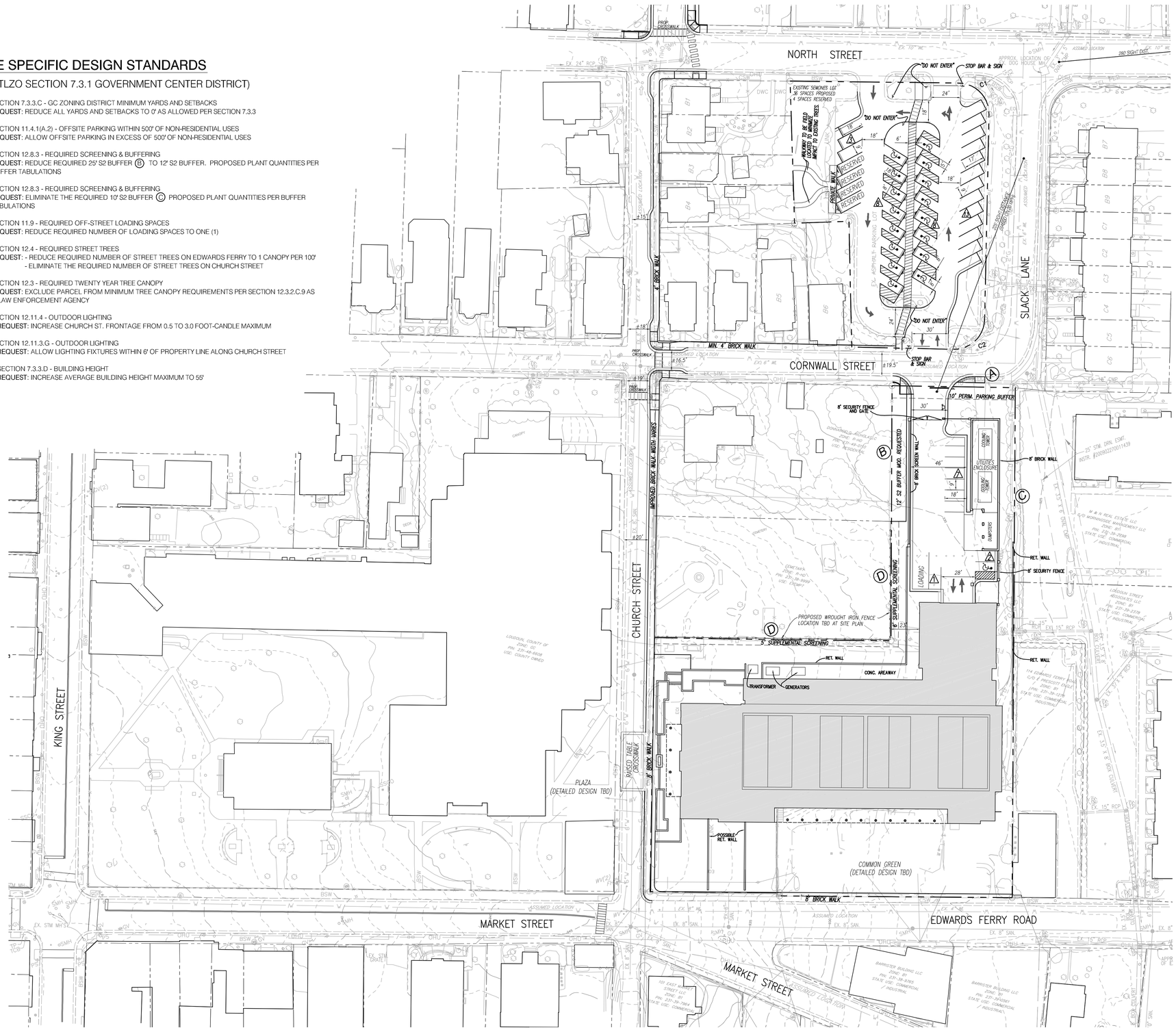
Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1" = 40'
Sheet	3 Of 22
File Number	RZ-144-LC

Plotted: Jan 29, 2016 at 3:11pm
Q:\50062915\CAD\Civil\Planning-LA\Deliverables\REZONE 6TH SUBMISSION\03 - Courthouse - EX CON CHURCH ST.dwg

SITE SPECIFIC DESIGN STANDARDS

(PER TLZO SECTION 7.3.1 GOVERNMENT CENTER DISTRICT)

1. SECTION 7.3.3.C - GC ZONING DISTRICT MINIMUM YARDS AND SETBACKS
   REQUEST: REDUCE ALL YARDS AND SETBACKS TO 0' AS ALLOWED PER SECTION 7.3.3
2. SECTION 11.4.1(A.2) - OFFSITE PARKING WITHIN 500' OF NON-RESIDENTIAL USES
   REQUEST: ALLOW OFFSITE PARKING IN EXCESS OF 500' OF NON-RESIDENTIAL USES
3. SECTION 12.8.3 - REQUIRED SCREENING & BUFFERING
   REQUEST: REDUCE REQUIRED 25' S2 BUFFER (B) TO 12' S2 BUFFER. PROPOSED PLANT QUANTITIES PER BUFFER TABULATIONS
4. SECTION 12.8.3 - REQUIRED SCREENING & BUFFERING
   REQUEST: ELIMINATE THE REQUIRED 10' S2 BUFFER (C) PROPOSED PLANT QUANTITIES PER BUFFER TABULATIONS
5. SECTION 11.9 - REQUIRED OFF-STREET LOADING SPACES
   REQUEST: REDUCE REQUIRED NUMBER OF LOADING SPACES TO ONE (1)
6. SECTION 12.4 - REQUIRED STREET TREES
   REQUEST: - REDUCE REQUIRED NUMBER OF STREET TREES ON EDWARDS FERRY TO 1 CANOPY PER 100'
   - ELIMINATE THE REQUIRED NUMBER OF STREET TREES ON CHURCH STREET
7. SECTION 12.3 - REQUIRED TWENTY YEAR TREE CANOPY
   REQUEST: EXCLUDE PARCEL FROM MINIMUM TREE CANOPY REQUIREMENTS PER SECTION 12.3.2.C.9 AS A LAW ENFORCEMENT AGENCY
8. SECTION 12.11.4 - OUTDOOR LIGHTING
   REQUEST: INCREASE CHURCH ST. FRONTAGE FROM 0.5 TO 3.0 FOOT-CANDLE MAXIMUM
9. SECTION 12.11.3.G - OUTDOOR LIGHTING
   REQUEST: ALLOW LIGHTING FIXTURES WITHIN 6' OF PROPERTY LINE ALONG CHURCH STREET
10. SECTION 7.3.3.D - BUILDING HEIGHT
    REQUEST: INCREASE AVERAGE BUILDING HEIGHT MAXIMUM TO 55'



SITE TABULATION

OWNER -	LOUDOUN COUNTY BOARD OF SUPERVISORS
PIN NUMBER -	231-38-8886
TAX MAP # -	/48/A//31///1/
PARCEL AREA -	1.89 AC
EX. ZONING -	GC
PROP. ZONING -	GC (Concept Plan Amendment of TLZM-155)

EXISTING COURT BLDG	169,419 SF
PROPOSED COURT BLDG	89,000 SF (+3,000 secure parking area)
TOTAL GROSS SF	258,419 SF

GC ZONING TABULATION

(PER TLZO SECTION 7.3 GOVERNMENT CENTER DISTRICT)

USE- PARKING STRUCTURE - PERMITTED PER SECTION 7.3.2

	REQUIRED	PROPOSED
MIN. LOT AREA	40,000 SF	82,328 SF
MIN. LOT WIDTH		
INTERIOR	100'	100'
CORNER	100'	207' MIN. (EX. CHURCH STREET)
MIN. YARD/SETBACK (MOD. REQUESTED)		
FRONT	40'	0'
SIDE	15'	0'
REAR	25'	0'
MAX. BUILDING HEIGHT	45'	55'

- ALL YARD/SETBACKS TO BE REDUCED TO 0' TO ALLOW FOR CONSTRUCTION OF NECESSARY RETAINING WALLS TO BE DETAILED AT SITE PLAN. ACTUAL BUILDING FOOTPRINT WILL BE IN SUBSTANTIAL CONFORMANCE WITH CONCEPT PLAN AS SHOWN.

PARKING TABULATION

	REQUIRED
EXISTING COURT BLDG	451 spaces (Per ZM #155)
PROPOSED COURT BLDG	266 spaces (335 SF/sp.)
TOTAL	717 spaces (including 16 accessible = 2%)

	PROPOSED
INSIDE EXISTING COURT	13 (including 1 accessible)
INSIDE PROPOSED COURT	6 (including 1 accessible)
NEW COURTS LOT	9 (including 1 accessible)
SEMONES LOT	36 (including 16 accessible)
PENNINGTON LOT	138
PENNINGTON GARAGE	727 (including 15 accessible)
TOTAL	929 spaces (including 34 accessible = 3.6%)

REQUIRED LANDSCAPE BUFFERS

(A) 10' PERIMETER PARKING LOT BUFFER (100 LF)

(B) 25' S2 BUFFER - 2,750 SF (MOD. REQUESTED)

(C) 10' S2 BUFFER - 4,160 SF (MOD. REQUESTED)

(D) 5' SUPPLEMENTAL LANDSCAPING (NOT REQUIRED)

- DETAILED LANDSCAPING TABULATIONS SHOWN ON SHEET 7

GENERAL NOTES

1. BASE DATA FROM AERIAL SURVEY BY QUANTUM SPATIAL DECEMBER 3, 2013.
2. UNDERGROUND DRY UTILTIIES LOCATED BY ACCUMARK APRIL 22, 2014.
3. STORM & SANITARY SEWER LOCATED BY DEWBERRY MARCH 31, 2013
4. ADJACENT PROPERTY BOUNDARIES AND OWNER INFO FROM LOUDOUN COUNTY DATABASE.
5. SEMONES LOT IS NOT SUBJECT TO REZONING, BUT IS BEING USED FOR REQUIRED PARKING.
6. 4 PARKING SPACES IN SEMONES LOT SHALL BE RESERVED FOR ADJACENT RESIDENTIAL USE. THOSE 4 PARKING SPACES ARE NOT COUNTED IN PARKING TABULATION. SIDEWALK FROM SPACES TO REAR OF PROPERTY LINE TO BE COORDINATED WITH PROPERTY OWNERS,TO BE DETERMINED AT SITE PLAN, SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
7. LIMITS OF CLEARING & GRADING ARE THE PROPERTY BOUNDARY.
8. PROPOSED TUNNEL BENEATH CHURCH STREET IS SUBJECT TO REQUIRED APPROVALS AND EASEMENTS FROM THE TOWN OF LEESBURG PRIOR TO DEVELOPMENT APPROVAL.
9. LANDSCAPING FOR THE SEMONES LOT WILL BE PROVIDED PER SHEET 28 OF APPROVED TLPF-1998-0014 IN AREAS THAT ARE NOT IN CONFLICT WITH THE LAYOUT SHOWN IN THIS REZONING.
10. TUNNEL CONNECTION UNDER CHURCH STREET NOT DETAILED WITH THIS APPLICATION.
11. ALL ROAD WIDTH DIMENSIONS ARE APPROXIMATE, TO BE FINALIZED AT SITE PLAN.
12. COURTHOUSE FOOTPRINT, PLAZA, COMMON GREEN AND ASSOCIATED DETAILS SUBJECT TO MINOR CHANGE PENDING BOARD OF ARCHITECTURAL REVIEW PROCESS.
13. FINAL PROPOSED PARKING COUNTS MAY ADJUST ±20 SPACES SUBJECT TO FINAL ENGINEERING AND GARAGE DESIGN.

LEGEND

- Rezoning Boundary
- Adjacent Property Lines
- 1' Topographic Contours
- Proposed Vehicular Circulation

Dewberry
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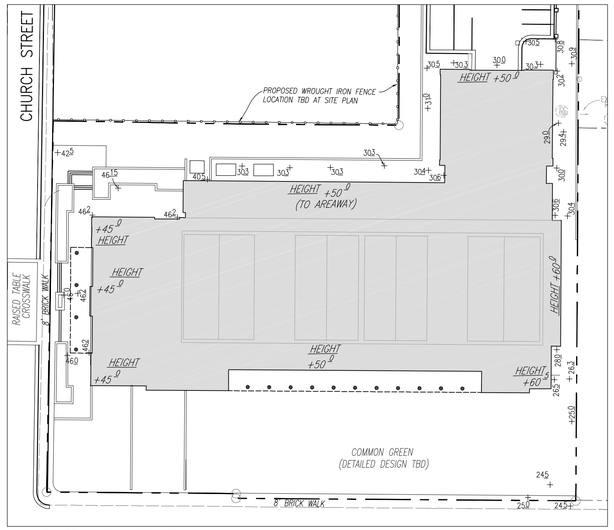
CONCEPT PLAN
CHURCH STREET

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg, Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1" = 40'
Sheet	4 of 22
File Number	RZ-144-LC

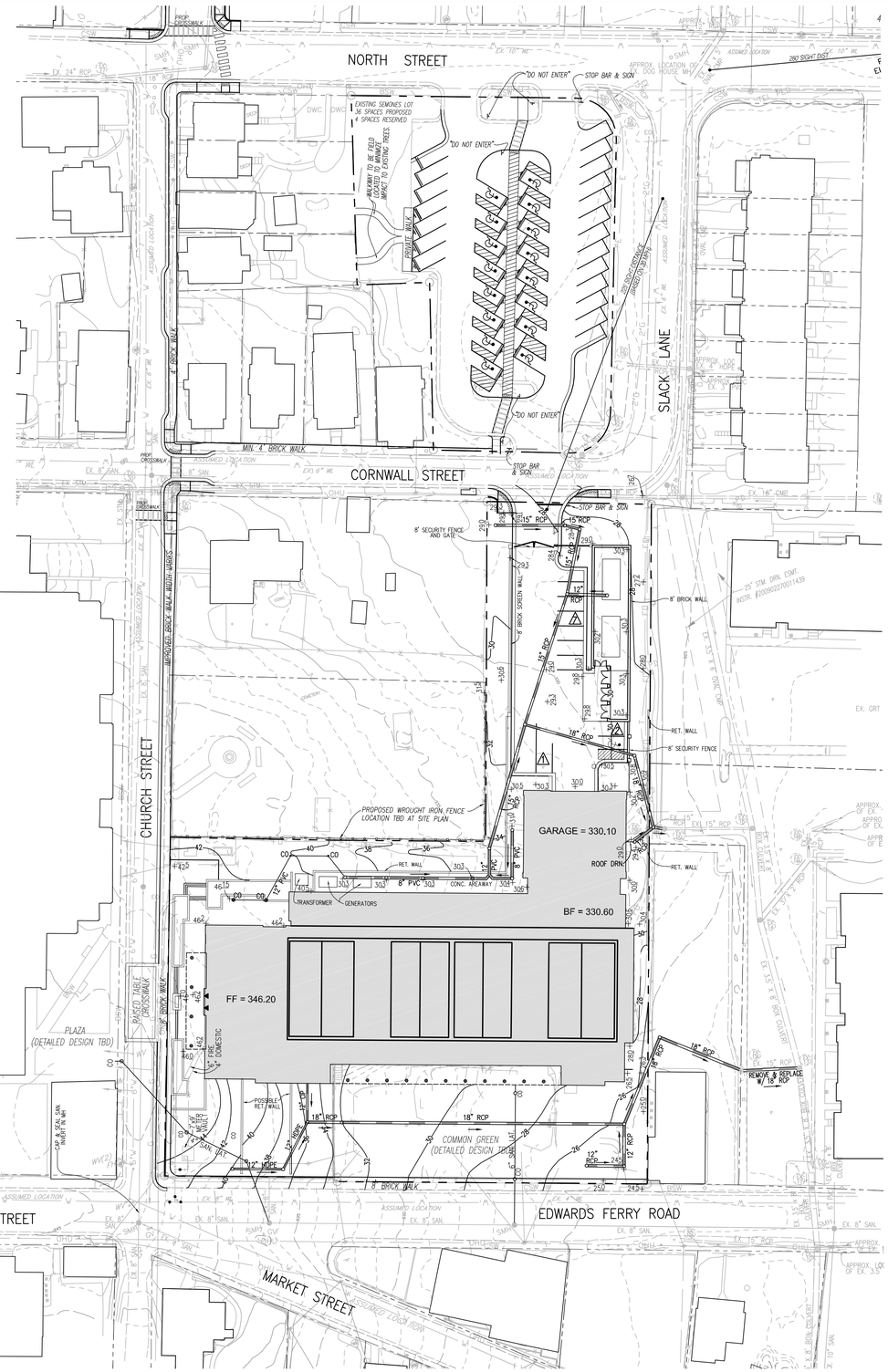
Plotted: Jan 29, 2016 at 3:30pm
Q:\50062915\CAD\Civil\Planning-LA\Deliverables\REZONE 6TH SUBMISSION\04 - Courthouse - REZONE CHURCH ST.dwg

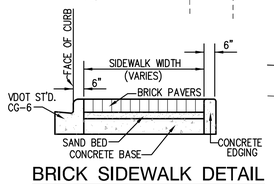


BUILDING HEIGHT EXHIBIT

SCALE 1" = 40'

- BUILDING HEIGHT SUBJECT TO 10% CHANGE TOLERANCE WITH FINAL DESIGN & CONSTRUCTION BASED ON B.A.R. COMMENTS





BRICK SIDEWALK DETAIL

NOT TO SCALE

FOR REFERENCE ONLY

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD	CHD. BRG.	DELTA	TANGENT
C1	25.00'	39.51'	35.53'	S25°57'50"E	90°33'21"	25.24'
C2	25.00'	39.33'	35.40'	S64°22'48"W	90°07'55"	25.06'

LEGEND

- Rezoning Boundary
- Adjacent Property Lines
- 1' Topographic Contours
- Proposed Contours
- Proposed Water Line
- Proposed Sanitary Sewer
- Proposed Storm Sewer

STORMWATER NARRATIVE

THE DEVELOPMENT OF THE CHURCH STREET PROPERTY AND THE PENNINGTON LOT WILL COMPLY WITH THE NEWLY ADOPTED 2014 STORMWATER MANAGEMENT REGULATIONS MANDATED BY THE STATE OF VIRGINIA AND THE TOWN OF LEESBURG FOR BOTH WATER QUANTITY AND WATER QUALITY. ADDITIONALLY, THESE SITES ARE LOCATED WITHIN THE UPPER TOWN BRANCH DRAINAGE SHED FOR THE TOWN OF LEESBURG. THE LEESBURG STORMWATER MASTER PLAN REQUIRES DETENTION FOR THE 2 YEAR STORM FOR DEVELOPMENTS IN THIS AREA. EVERY ATTEMPT WILL BE MADE TO PROVIDE ALL STORMWATER MANAGEMENT (TO THE EXTENT POSSIBLE) AT THE PENNINGTON LOT FOR THE ENTIRE PROJECT AS A WHOLE. ALL SWM DETENTION WILL BE PROVIDED AS UNDERGROUND STORAGE.

IMPROVEMENTS TO THE CHURCH STREET PROPERTY WILL CONSIST OF A 92,000 SF COURTS BUILDING, A SMALL SURFACE PARKING LOT, MAINTENANCE AND RESTRIPING OF EXISTING PARKING ON THE SEMONES LOT AND PEDESTRIAN WALKWAYS ALONG CHURCH STREET. THE DEVELOPMENT OF THIS PROPERTY AND THE REPAIR AND RESTRIPING OF THE PARKING ON THE SEMONES LOT BETWEEN CORNWALL STREET AND NORTH STREET WILL RESULT IN A DECREASE IN IMPERVIOUS AREA STORM FLOWS AND WILL BE CONVEYED BY A NEW STORM PIPE SYSTEM TO AN EXISTING 3.5'X 8' STORM MAIN ON THE ADJOINING COLONIAL SQUARE PROPERTY. ALL FLOWS FROM THESE IMPROVEMENTS WILL ALSO BE CONVEYED AT OR BELOW PRE-DEVELOPED RATES TO THE EXISTING STORM MAIN WITHIN COLONIAL SQUARE. THIS SYSTEM WILL PROVIDE AN ADEQUATE OUTFALL FOR THE PROPERTY.

THE DEVELOPMENT OF THE PENNINGTON LOT CONSISTS OF A NEW PARKING GARAGE, ACCESS DRIVE, IMPROVEMENTS TO CHURCH STREET EXTENDED AND PEDESTRIAN WALKWAYS. THE RUNOFF FROM THE NEW GARAGE WILL BE CONVEYED DIRECTLY INTO AN UNDERGROUND WATER QUALITY STRUCTURE. FROM THERE THE FLOWS WILL BE DIRECTED TO AN UNDERGROUND DETENTION STRUCTURE PROVIDING 1, 2, 10 AND 25 YEAR DETENTION. FLOWS FROM THIS STRUCTURE WILL BE DISCHARGED INTO THE EXISTING CLOSED STORM SEWER SYSTEM. A SMALL PORTION OF THE EXISTING PARKING LOT WILL BE CONVEYED TO THE PROPOSED UNDERGROUND DETENTION VAULT. FLOW FROM THE EXISTING UPSTREAM SYSTEM AND THE DISCHARGE FROM THE UNDERGROUND VAULT WILL DISCHARGE INTO AN EXISTING ELLIPTICAL 3'X 5' STORM MAIN WHICH CONVEYS THE RUNOFF OFFSITE AND THROUGH THE EXISTING RESIDENTIAL AREA ALONG NORTH STREET. SURFACE RUNOFF SOUTH OF THE PROPOSED PARKING GARAGE NOT PICKED UP FROM THE PROPOSED STORM SEWER SYSTEM WILL BE CAPTURED BY A CHANNEL AND ENTER A GRATE INLET ON THE EXISTING STORM OUTFALL SYSTEM WHICH WILL CONVEY THE SURFACE RUNOFF OFFSITE. THIS GRATE INLET WILL BE SIZED SO THAT PORTIONS OF THE OVERLAND RELIEF'S FLOWS AT THE PENNINGTON LOT CAN BE INTERCEPTED AND CONVEYED THROUGH THE STORM PIPE SYSTEM. THE STORM SYSTEMS PROPOSED WITH THE GARAGE IMPROVEMENTS WILL RESULT IN DISCHARGE RATES AT OR BELOW PRE-DEVELOPED CONDITIONS FOR THE AREA BEING DEVELOPED. THEREFORE THE EXISTING OFFSITE STORM SYSTEM WILL PROVIDE AN ADEQUATE OUTFALL FOR THE IMPROVEMENTS.

BOTH SITES HAVE RUNOFF THAT IS CONVEYED BY THE SAME EXISTING STORM SEWER SYSTEM THAT CONSIST OF A CLOSED STORM SEWER AND MANMADE OPEN CHANNELS. THE SYSTEM DISCHARGES INTO THE TOWN BRANCH STREAM AND HAS BEEN DETERMINED BY THE VSMP AUTHORITY TO BE A MANMADE CHANNEL IN APPLYING THE VSMP REGULATIONS. AT THE POINT OF CONFLUENCE OF THIS SYSTEM AND TOWN BRANCH STREAM THE DRAINAGE SHED IS APPROXIMATELY 960 ACRES, BASED ON LOUDOUN COUNTY GIS. THE DISTURBED ACREAGE FOR THE CONSTRUCTION OF THE TWO SITES AND IMPROVEMENTS OF CHURCH STREET IS APPROXIMATELY 8 ACRES (LESS THAN 1% OF TOTAL DRAINAGE AREA). THE LIMITS OF ANALYSIS WILL BE AT THIS CONFLUENCE AND FINAL ENGINEERING WILL PROVIDE DETENTION ON THE PENNINGTON SITE SUCH THAT THE EXISTING CONVEYANCE SYSTEM TO TOWN BRANCH WILL NOT EXPERIENCE AN INCREASE OF THE 2, 10 AND 25 YEAR STORM RELATIVE TO THE PRE-DEVELOPED CONDITIONS. ADDITIONAL STORMWATER MANAGEMENT MEASURES SHALL BE INCORPORATED INTO THE PENNINGTON UNDERGROUND STROMWATER MANAGEMENT VAULT DESIGN SO AS NOT TO EXCEED THE ALLOWABLE POST DEVELOPMENT PEAK RUNOFF FROM THE SITES FOR THE 1 AND 2 YEAR (24 HOUR) STORM EVENTS AS DEFINED WITHIN THE VIRGINIA STROMWATER MANAGEMENT HANDBOOK IN ACCORDANCE WITH THE TOWN OF LEESBURG DCSM AS WELL AS OTHER APPLICABLE STATE AND FEDERAL REQULATIONS. THE CONDITION OF "NO INCREASE" IN THE 10-YEAR STORM RUNOFF TO THE OFF-SITE DRAINAGE SYSTEM WILL CONSTITUTE AN ADEQUATE 10-YEAR DRAINAGE SYSTEM. ANALYSIS OF THE 10-YEAR DRAINAGE SYSTEM CAPACITY DOWNSTREAM OF THE PENNINGTON LOT IS REQUIRED FOR ANY INCREASE IN THE 10-YEAR STORM RUNOFF THAT BYPASSES THE DETENTION SYSTEM.

DUE TO THE AMOUNT OF EXISTING PAVEMENT ON BOTH SITES THE PROJECTS WILL BE CONSIDERED A RE-DEVELOPMENT AND THE CURRENT VRRM RE-DEVELOPMENT SPREADSHEET WILL BE USED TO CALCULATE THE AMOUNT OF PHOSPHORUS REMOVAL REQUIRED. THE SITE AREAS USED FOR THIS SPREADSHEET WILL BE THE LIMITS OF DISTURBANCE FOR EACH PROJECT. ALL VSMP CRITERIA WILL BE MET WITH THE SITE PLAN UTILIZING SOME OR ALL OF THE FOLLOWING CRITERIA SUCH AS GRASS CHANNELS (DEQ SPECIFICATION #3), FILTERING PRACTICE #1 (DEQ SPECIFICATION #12), AND UNDERGROUND PROPRIETARY SYSTEMS LISTED IN THE DEQ BMP CLEARING HOUSE. RUNOFF FROM THE PARKING GARAGE ON THE PENNINGTON SITE WILL BE CAPTURED AND TREATED WITH AN UNDERGROUND BMP FACILITY. THIS FACILITY CAN BE A SAND FILTER OR A PROPRIETARY SYSTEM LISTED IN THE DEQ BMP CLEARING HOUSE. THE UNDERGROUND FACILITY WILL TREAT AT A MINIMUM 75% OF THE TOTAL PHOSPHORUS REDUCTION REQUIRED BY THE VRRM SPREADSHEET. THE REMAINDER OF THE PHOSPHORUS REDUCTION WILL BE PURCHASE FROM A DEQ CERTIFIED NUTRIENTS CREDIT FACILITY AUTHORIZED FOR THE WATERSHED. ADDITIONAL BMP PRACTICES MAY BE UTILIZED IN FINAL DESIGN TO ENSURE THE CAPTURE OF 75% OF REQUIRED PHOSPHORUS REDUCTION. SINCE THERE WILL BE A NET DECREASE IN THE IMPERVIOUS AREA FOR THE COURTHOUSE SITE, NUTRIENT CREDITS WILL BE PURCHASED FOR THE CHURCH ST. LOT AND SEMONES LOT IMPROVEMENTS.

GENERAL NOTES

1. BASE DATA FROM AERIAL SURVEY BY QUANTUM SPATIAL DECEMBER 3, 2013.
2. UNDERGROUND DRY UTILTIES LOCATED BY ACCUMARK APRIL 22, 2014.
3. STORM & SANITARY SEWER LOCATED BY DEWBERRY MARCH 31, 2013
4. ADJACENT PROPERTY BOUNDARIES AND OWNER INFO FROM LOUDOUN COUNTY DATABASE.
5. ALL GRADING AND UTILITIES SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE AT FINAL ENGINEERING.
6. EXISTING CURB & GUTTER ALONG CHURCH STREET TO BE REMOVED AND REPLACED AS NEEDED.
7. STORMWATER MANAGEMENT REQUIRED FOR THE LOUDOUN COUNTY COURTHOUSE EXPANSION PHASE III IMPROVEMENTS WHICH INCLUDE THE NEW COURTHOUSE BUILDING, THE SEMONES LOT, THE PENNINGTON LOT AND CHURCH STREET EXTENDED WILL BE PROVIDED WITH THE PROPOSED IMPROVEMENTS ON THE PENNINGTON LOT.

Dewberry
Dewberry & Davis LLC
1503 Edwards Ferry Road, Suite 200, Leesburg, Virginia 20176
Phone 703.771.8004 Metro 703.478.1335 Fax 703.771.4091
www.dewberry.com

PRELIMINARY GRADING & UTILITIES CHURCH STREET

LOUDOUN COUNTY COURTHOUSE EXPANSION

TLTA - 2015 - 0001 TLZM - 2015 - 0002

TLZM - 2015 - 0003

Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1" = 40'
Sheet	5 of 22
File Number	RZ-144-LC

Plotted: Jan 29, 2016 at 3:35pm
Q:\50062915\CAD\Civil\Planning-LA\Deliverables\REZONE 6TH SUBMISSION\05 - Courthouse - GRADING UTILITIES CHURCH ST.dwg

LIGHT FIXTURE DETAILS (Illustrative only, subject to BAR review)

STREETWORKS

Catalog #		Type
Project		
Comments		Date
Prepared by		

DESCRIPTION

The ACN/ARC/CLB Generation Series is a marriage of traditional shapes and contemporary styling. Its superior photometrics offer excellent illumination and uniformity for many of today's applications. Its styling blends well in many settings – historic districts, downtown streetscapes, roadways, residential neighborhoods, as well as city parks and educational institutions. The Generation Series sets a new standard for decorative post top luminaires.

SPECIFICATION FEATURES

Construction
HOUSING: Heavy-duty cast aluminum housing and removable door. A single quarter turn fastener on the removable door provides tool-less access to wiring compartment. CAGE ASSEMBLIES: Cage assembly uprights and medallions are manufactured of heavy-duty cast aluminum and mounted to the exterior of the base housing via four stainless steel fasteners. Cage rings constructed of extruded aluminum and finished to match housing. TOPS AND FINIALS: Choose from multiple spun aluminum or acrylic tops and cast aluminum finials for customized fixture style. All solid tops are made of heavy-duty spun aluminum. TWISTLOCK GLOBE: The optional twistlock assembly offers ease of maintenance through instant access to both the lamp and ballast cover by twisting the top refractor assembly and lifting it from the mating lock plate.

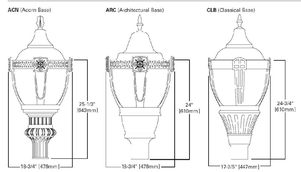
Electrical
HID ballast assembly mounted to a tool-less removable tray with quick disconnects for ease of installation and maintenance. Wide tool-less access door provides ample hand and tool room for terminal block and plug-in starter access. Available with HID sources up to 400W metal halide or 250W high pressure sodium.

Optical
REFRACTIVE GLOBE: High efficiency refractive optical systems constructed of lighting grade acrylic, or optional polycarbonate. Precisely designed utilizing a combination of refractive and reflective prisms to create Type III or Type V distributions while maintaining a consistent exterior form. HID lighting grade acrylic ensures long lasting optical clarity and resistance to the gradual discoloration that results from exposure to sunlight or UV radiating sources.

Mounting
Base casting slipfits over a standard 3" O.D. tenon and secured via four stainless steel allen head fasteners. 3G vibration tested.

Finish
Cast and spun components finished in a five-stage premium TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Consult your Streetworks representative for a complete selection of standard colors including black, bronze, grey, white, dark platinum, graphite metallic and hartford green. RAL and custom color matches available.

DIMENSIONS



ACN/ARC/CLB GENERATION SERIES

50 - 400W
Pulse Start Metal Halide
High Pressure Sodium
Metal Halide

DECORATIVE POST TOP LUMINAIRE

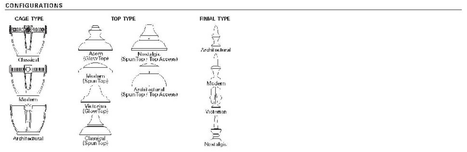
EPA
Effective Projected Area:
2.1 Square Feet

SHIPPING DATA
Approximate Net Weight:
56 lbs. (28 kgs.)

Cooper Lighting by EATON

ACW141653
2014-09-25 09:52:47

CONFIGURATIONS



ORDERING INFORMATION

Sample Number ACN14M70QT5P7K

Product Family	Lamp Wattage	Lamp Type *	Ballast Type *	Voltage *	Refractor Type	Cage Type †	Top Type	Finial Type
ACN-Acorn Base **ARC**-Architectural Base **CLB**-Classical Base	**Pulse Start Metal Halide *** 70-70W 10-100W 15-150W 25-250W 32-320W **High Pressure Sodium** 50-50W 70-70W 10-100W 150-150W 250-250W **Pulse Start Metal Halide *** 150-150W 250-250W 400-400W *	**P**-Pulse Start Metal Halide **S**-High Pressure Sodium **M**-Pulse Start Metal Halide	R-Reac.208V K-Reac.CWA* N-Reac.277V P-Hi Reac.480V R-Hi Reac.208V * W-CWA	2-120V 4-208V 7-277V 8-480V 9-347V W-Multi Tap (120V Ballast Tap wired 277V)	**10**-Type III **55**-Type V	**Classical** 1-Classical A-Classical Sun Gold B-Classical Antique Gold C-Classical Colonial Bronze **Modern** 2-Modern D-Modern Sun Gold E-Modern Antique Gold F-Modern Colonial Bronze **Architectural** 3-Architectural G-Architectural Sun Gold H-Architectural Antique Gold J-Architectural Colonial Bronze X-None	1-Acorn 2-Modern 3-Victorian 4-Classical 5-Rectangular (Top Accents)	1-Victorian 2-Modern 3-Architectural 4-Nostalgic X-None

Color	Options (Add as Suffix)	Accessories (Order Separately)
AP-Grey **BZ**-Bronze **BK**-Black **DP**-Dark Platinum **GM**-Hartford Green **GM**-Graphite Metallic **WH**-White	**CD**-California Title 24 Compliant Ballast (Applies to 175-320W Pulse Start Metal Halide Only) 3-Bright Neon (120, 277 or 347V, Specify Voltage) 2-Bright Neon (208, 240 or 480V, Specify Voltage) 4 NEMA Photoelectric Receptacle A-Tomahawk Guide B-Downlight Reflector L-Lamp Included B-Decorative Brass Banding * C-Copper Accents U-UL Listed	**Adapter**-House Side Shield - Mogul Base Socket **Adapter**-House Side Shield - Medium Base Socket

NOTES
1. Metal Halide lamps are not intended for use in enclosed fixtures.
2. * Pulse Start Metal Halide, Reactor Ballast, Lamp Type M, Voltage 4, 7 or 9 only.
3. Not for use in Pulse Start Metal Halide, Lamp Type M, Voltage 4, 7 or 9 ballasts.
4. Not for use in Pulse Start Metal Halide, Lamp Type M, Voltage 4, 7 or 9 ballasts.
5. Available in 120V, 208V, 277V, 347V, 480V, or multi-tap voltage.
6. Ballast Kit - 50W, 120/208/277V - single voltage only.
7. Consult factory for availability.
8. Lamps are not included unless specified.
9. Available from stock for standard configurations.

GENERAL NOTES

1. LIGHT LOCATIONS, FIXTURES AND SUBSEQUENT PHOTOMETRICS SUBJECT TO CHANGE WITH FINAL ENGINEERING AND BOARD OF ARCHITECTURAL REVIEW.
2. FIXTURES SHOWN ARE ILLUSTRATIVE ONLY AND SUBJECT TO BOARD OF ARCHITECTURAL REVIEW.
3. PHOTOMETRICS BY FEDERATED LIGHTING, 12/17/14
4. CALCULATIONS ARE BASED ON PROCEDURES ESTABLISHED BY THE IESNA OR STANDARD INDUSTRY PRACTICE.
5. OUTDOOR LIGHTING WILL COMPLY WITH SECTION 12.11 OF THE TOWN OF LEESBURG ZONING ORDINANCE EXCEPT FOR THE SITE SPECIFIC DESIGN STANDARDS PROPOSED WITH THIS APPLICATION:
   SECTION 12.11.4
   EXCLUDE CHURCH ST. FRONTAGE FROM REQUIRED 0.5 FOOT-CANDLE MAXIMUM, UP TO 3.0 FC MAXIMUM

   SECTION 12.11.3.G
   ALLOW LIGHTING FIXTURES WITHIN 6' OF PROPERTY LINE ALONG CHURCH STREET

DECORATIVE

ASP ASPEN

ORDERING INFORMATION
SAMPLE NUMBER: ASP06A0R6BK

Base Type	Mounting Height (Feet)	Shaft Size at Base (inches)	Wall Thickness (inches)	Shaft Type	Luminaire	Color	Options (Add as Suffix)
ASP-Aspen	**06**-6' **10**-10' **12**-12' **14**-14' **16**-16' **18**-18'	**5**-5"	**2**-0.188" **3**-0.250"	**RS**-Round Straight **SF**-Straight Fluted	4-4" O.D. Tenon* 5-3" O.D. Tenon	**AP**-Grey **BK**-Black **BZ**-Bronze **DP**-Dark Platinum **GM**-Graphite Metallic **GN**-Hartford Green **WH**-White	**W**-White **C**-Provision for Convenience Outlet **E**-GFI Convenience Outlet **G**-Ground Lug

NOTES: 1. Provides 4" tenon on 5" shafts or no tenon on 4" shafts allowing slip over of Epic Collection, Slide and Fitts arm accessories. See individual product specifications for additional information.

BASE HEIGHT: 40"
BOLT CIRCLE: 11"

BWR BROADWAY

ORDERING INFORMATION
SAMPLE NUMBER: BWR06A0R6BK

Base Type	Mounting Height (Feet)	Shaft Size at Base (inches)	Wall Thickness (inches)	Shaft Type	Luminaire	Color	Options (Add as Suffix)
BWR-Broadway	**06**-6' **10**-10' **12**-12' **14**-14' **16**-16'	**6**-6"	4-0.156 **2**-0.188" **3**-0.250"	**RT**-Round Tapered	**5**-3" O.D. Tenon	**AP**-Grey **BK**-Black **BZ**-Bronze **DP**-Dark Platinum **GM**-Graphite Metallic **GN**-Hartford Green **WH**-White	**C**-Provision for Convenience Outlet **E**-GFI Convenience Outlet **G**-Ground Lug

NOTES: 1. Fits tenons to 4" at pole top.

BASE HEIGHT: 42"
BOLT CIRCLE: 12"

CHI CHARLESTON

ORDERING INFORMATION
SAMPLE NUMBER: CHI06A0S6BK

Base Type	Mounting Height (Feet)	Shaft Size at Base (inches)	Wall Thickness (inches)	Shaft Type	Luminaire	Color	Options (Add as Suffix)
CHI-Charleston	**06**-6' **10**-10' **12**-12'	**14**-14" **16**-16" **18**-18"	**4**-0.125" **5**-0.156" **6**-0.188"	**RS**-Round Straight **SF**-Straight Fluted	4-4" O.D. Tenon* 5-3" O.D. Tenon	**AP**-Grey **BK**-Black **BZ**-Bronze **DP**-Dark Platinum **GM**-Graphite Metallic **GN**-Hartford Green **WH**-White	**C**-Provision for Convenience Outlet **E**-GFI Convenience Outlet **G**-Ground Lug

NOTES: 1. 4" shaft size available in 8', 10' and 12' mounting heights. 5" shaft size available in 8', 10', 12', 14' and 16' mounting heights. 6" shaft size available in 8', 10', 12', 14' and 16' mounting heights. 2. Provides 4" tenon on 6" shafts or no tenon on 4" shafts allowing slip over of Epic Collection, Slide and Fitts arm accessories. See individual product specifications for additional information.

BASE HEIGHT: 60"
BOLT CIRCLE: 19-3/4"

CPR CHESAPEAKE

ORDERING INFORMATION
SAMPLE NUMBER: CPR06A0R6BK

Base Type	Mounting Height (Feet)	Shaft Size at Base (inches)	Wall Thickness (inches)	Shaft Type	Luminaire	Color	Options (Add as Suffix)
CPR-Chesapeake	**06**-6' **10**-10' **12**-12' **14**-14'	**4**-4" **6**-6"	**0**-0.125" **3**-0.188"	**RS**-Round Straight **SF**-Straight Fluted	4-4" O.D. Tenon* 5-3" O.D. Tenon	**AP**-Grey **BK**-Black **BZ**-Bronze **DP**-Dark Platinum **GM**-Graphite Metallic **GN**-Hartford Green **WH**-White	**C**-Provision for Convenience Outlet **E**-GFI Convenience Outlet **G**-Ground Lug

NOTES: 1. Provides 4" tenon on 6" shafts or no tenon on 4" shafts allowing slip over of Epic Collection, Slide and Fitts arm accessories. See individual product specifications for additional information.

BASE HEIGHT: 48-48"
BOLT CIRCLE: 13-1/4"

WARNING: The use of unauthorized accessories such as banners, signs, cameras or pennants for which the pole was not designed voids the pole warranty from Eaton's Cooper Lighting business and may result in pole failure causing serious injury or property damage. Upon request Eaton's Cooper Lighting business will supply information regarding pole loading capacity. The pole warranty from Eaton's Cooper Lighting business is void unless poles are used and installed as a complete pole/luminaire combination. This warranty specifically excludes failure as the result of a third party act or omission, misuse, unanticipated loss, fatigue failure or similar phenomena resulting from induced vibration, harmonic oscillation or resonance associated with movement of or events around the product.

Specifications and dimensions subject to change without notice. Consult your Cooper Lighting representative or visit www.cooperlighting.com for available options, accessories and ordering information.

DECORATIVE

STL SEATTLE

ORDERING INFORMATION
SAMPLE NUMBER: STL06A0R6BK

Base Type	Mounting Height (Feet)	Shaft Size at Base (inches)	Wall Thickness (inches)	Shaft Type	Luminaire	Color	Options (Add as Suffix)
STL-Seattle	**06**-6'	**6**-6"	**2**-0.188" **3**-0.250"	**RS**-Round Straight **SF**-Straight Fluted	4-4" O.D. Tenon* 5-3" O.D. Tenon	**AP**-Grey **BK**-Black **BZ**-Bronze **DP**-Dark Platinum **GM**-Graphite Metallic **GN**-Hartford Green **WH**-White	**C**-Provision for Convenience Outlet **E**-GFI Convenience Outlet **G**-Ground Lug

NOTES: 1. Provides 4" tenon on 6" shafts or no tenon on 4" shafts allowing slip over of Epic Collection, Slide and Fitts arm accessories. See individual product specifications for additional information.

BASE HEIGHT: 22"
BOLT CIRCLE: 9"

TAM TAMPA

ORDERING INFORMATION
SAMPLE NUMBER: TAM10A0R6BK

Base Type	Mounting Height (Feet)	Shaft Size at Base (inches)	Wall Thickness (inches)	Shaft Type	Luminaire	Color	Options (Add as Suffix)
TAM-Tampa	**10**-10' **12**-12' **14**-14' **16**-16' **18**-18'	**6**-6"	4-0.156 **2**-0.188"	**RS**-Round Straight **SF**-Straight Fluted	4-4" O.D. Tenon* 5-3" O.D. Tenon	**AP**-Grey **BK**-Black **BZ**-Bronze **DP**-Dark Platinum **GM**-Graphite Metallic **GN**-Hartford Green **WH**-White	**C**-Provision for Convenience Outlet **E**-GFI Convenience Outlet **G**-Ground Lug

NOTES: 1. Provides 4" tenon on 6" shafts or no tenon on 4" shafts allowing slip over of Epic Collection, Slide and Fitts arm accessories. See individual product specifications for additional information.

BASE HEIGHT: 50"
BOLT CIRCLE: 8-1/2"

UBN UTICA

ORDERING INFORMATION
SAMPLE NUMBER: UBN06A0S6BK

Base Type	Mounting Height (Feet)	Shaft Size at Base (inches)	Wall Thickness (inches)	Shaft Type	Luminaire	Color	Options (Add as Suffix)
UBN-Utica	**06**-6' **10**-10' **12**-12'	**5**-5"	**0**-0.125" **3**-0.188"	**RS**-Round Straight **SF**-Straight Fluted	4-4" O.D. Tenon* 5-3" O.D. Tenon	**AP**-Grey **BK**-Black **BZ**-Bronze **DP**-Dark Platinum **GM**-Graphite Metallic **GN**-Hartford Green **WH**-White	**C**-Provision for Convenience Outlet **E**-GFI Convenience Outlet **G**-Ground Lug

NOTES: 1. Provides 4" tenon on 5" shafts or no tenon on 4" shafts allowing slip over of Epic Collection, Slide and Fitts arm accessories. See individual product specifications for additional information.

BASE HEIGHT: 55-08"
BOLT CIRCLE: 12-62"

WA3 WASHINGTON

ORDERING INFORMATION
SAMPLE NUMBER: WA3B06A0R6BK

Base Type	Mounting Height (Feet)	Shaft Size at Base (inches)*	Wall Thickness (inches)	Shaft Type	Luminaire	Color	Options (Add as Suffix)
WA3-Washington 3	**06**-6' **08**-8' **10**-10' **12**-12' **14**-14' **16**-16' **18**-18'	**4**-4" **5**-5" **6**-6"	**0**-0.125" **3**-0.188"	**RS**-Round Straight **SF**-Straight Fluted	4-4" O.D. Tenon* 5-3" O.D. Tenon	**AP**-Grey **BK**-Black **BZ**-Bronze **DP**-Dark Platinum **GM**-Graphite Metallic **GN**-Hartford Green **WH**-White	**C**-Provision for Convenience Outlet **E**-GFI Convenience Outlet **G**-Ground Lug

NOTES: 1. 4" shaft size available in 8', 10' and 12' mounting heights. 5" shaft size available in 8', 10', 12', 14' and 16' mounting heights. 6" shaft size available in 8', 10', 12', 14' and 16' mounting heights. 2. Provides 4" tenon on 5" shafts or no tenon on 4" shafts allowing slip over of Epic Collection, Slide and Fitts arm accessories. See individual product specifications for additional information.

BASE HEIGHT: 21"
BOLT CIRCLE: 10-3/4"

WARNING: The use of unauthorized accessories such as banners, signs, cameras or pennants for which the pole was not designed voids the pole warranty from Eaton's Cooper Lighting business and may result in pole failure causing serious injury or property damage. Upon request Eaton's Cooper Lighting business will supply information regarding pole loading capacity. The pole warranty from Eaton's Cooper Lighting business is void unless poles are used and installed as a complete pole/luminaire combination. This warranty specifically excludes failure as the result of a third party act or omission, misuse, unanticipated loss, fatigue failure or similar phenomena resulting from induced vibration, harmonic oscillation or resonance associated with movement of or events around the product.

Specifications and dimensions subject to change without notice. Consult your Cooper Lighting representative or visit www.cooperlighting.com for available options, accessories and ordering information.

POLES

CFT540 LED (350mA)

659-6722

1/2

Description
IP66. Post top LED luminaire. Integrated heat sinks. Easy removal and replacement of LED board. CAD-optimized OLC® PMMA lens for multi-layer illumination and superior glare control. Available from 1st quarter 2015.

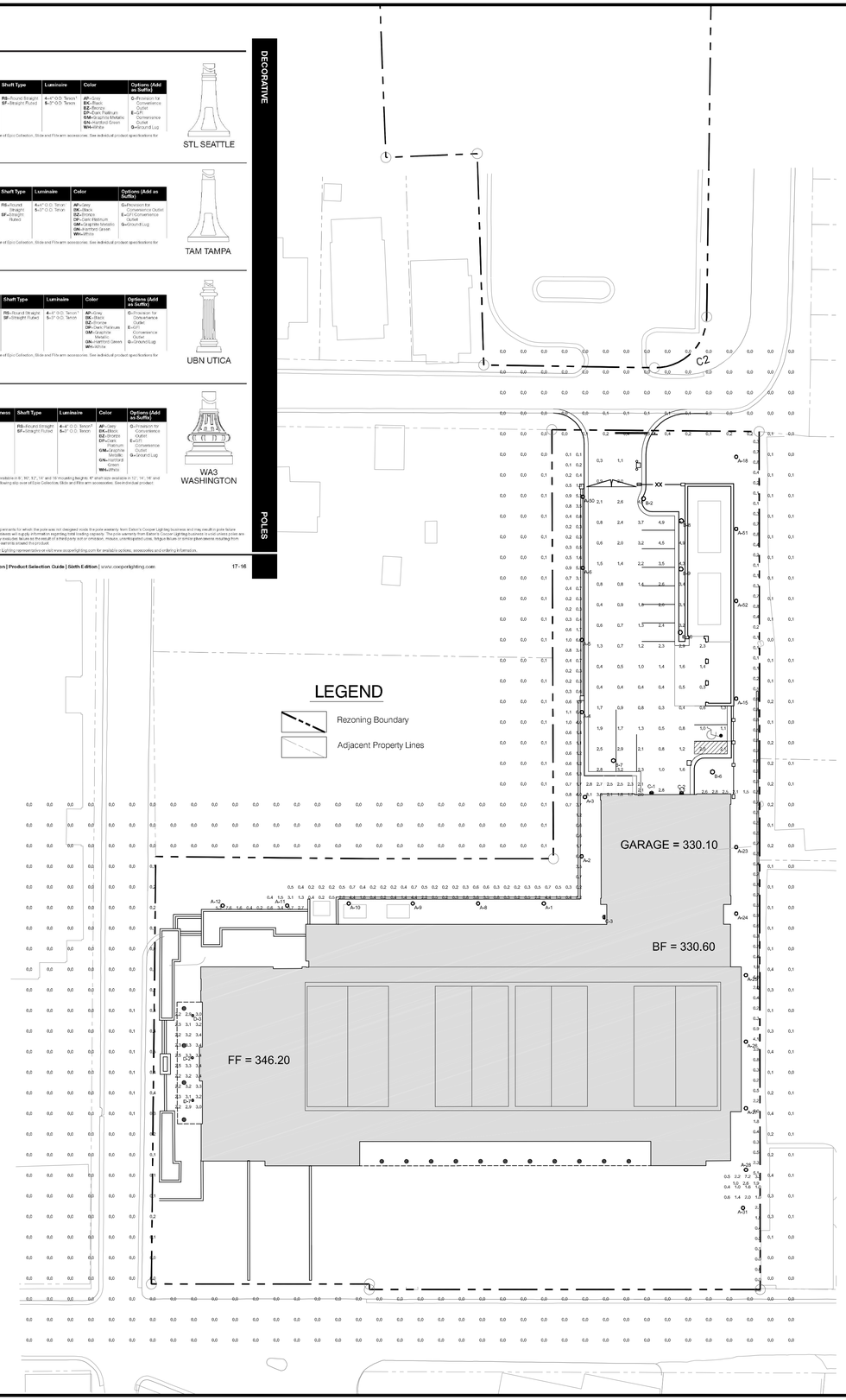
Beam Type	rectangular [R]
Lamp Type	36 LED 36W (4000K)
Gear Type	electronic gear
Nominal Luminous Flux (lm)	
LED Lumens	126 lm
LEDs	36
Total Lumens	4536 lm
T_j	85 °C
Rated Luminous Flux (lm)	
LED Lumens	117.7 lm
Total Lumens	4236.6 lm
Ta	25 °C
Rated Input Power	42 W

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
1. Lighted area	0.2	2.9 fc	3.4 fc	2.2 fc	1.5:1	1.3:1	0.9:1
2. Parking Lot	0.0	1.8 fc	5.3 fc	0.3 fc	17.7:1	6.0:1	0.3:1
3. Trespass Zone	0.1	0.0 fc	0.5 fc	0.0 fc	N/A	N/A	0.0:1

Luminaire Schedule

Symbol	Label	Manufacturer	Catalog Number	Description	Lamp	Lamps	Number Luminaire	Lamp	Lumens Per Lamp	LLD	LLF	Wattage
	A	WE-EF USA	638-3020	CTY150 LED-FT, Bollards and Pathway Luminaires CTY150 [C60] IP55ELED-FT-1/1W/3K	1 LED, Fortimo, Warm White, LEDLUMEN=2000.0 lm, TM30=0 TOTALLUMEN=2000.0 lm, Tc=25° LEDLUMEN=1157.2 lm, LEDs No=1 TOTALLUMEN=1157.2 lm, Ta=25°C		638-3020.ies	1156	1	1		20
	B	WE-EF USA	659-6722 @ 15 ft.	CFT540 LED, Post Top Luminaires CFT540 [R] IP66LED-36/36W/4K	36 LED, Neutral White - 120° angle of beam LEDLUMEN=126.0 lm, LEDs No=36, TOTALLUMEN=4536.0 lm, TM30=0 LEDLUMEN=117.7 lm, LEDs No=36 TOTALLUMEN=4236.0 lm, Ta=25°C		659-6722.ies	119	1	1		42
	C	WE-EF USA	620-2521 @ 16 ft.	QL5410-LED, Wall Luminaires / Surface Mounted QL5410 [M] IP66LED-3/18W/4K	3 LED, Neutral White - 120° angle of beam LEDLUMEN=230.3 lm, LEDs No=3, TOTALLUMEN=691.0 lm, TM30=0 LEDLUMEN=142.8 lm, LEDs No=3, TOTALLUMEN=428.4 lm, Ta=25°C		620-2521.ies	143	1	1		8
	D	WE-EF	134-1484 @ 29 ft.	DOC200-FT LED, Ceiling Luminaires DOC200 [60] IP66LED-FT-2/4W/4K	1 LED, Fortimo, Neutral White, LEDLUMEN=1510.0 lm, LEDs No=1, TOTALLUMEN=1510.0 lm, Tc=25° LEDLUMEN=1514.4 lm, LEDs No=1, TOTALLUMEN=1514.4 lm, Ta=25°C		134-1484.ies	1514	1	1		27



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PHOTOMETRIC PLAN
CHURCH STREET

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1" = 30'
Sheet	6 of 22
File Number	RZ-144-LC

Plotted: Jan 29, 2016 at 3:41pm
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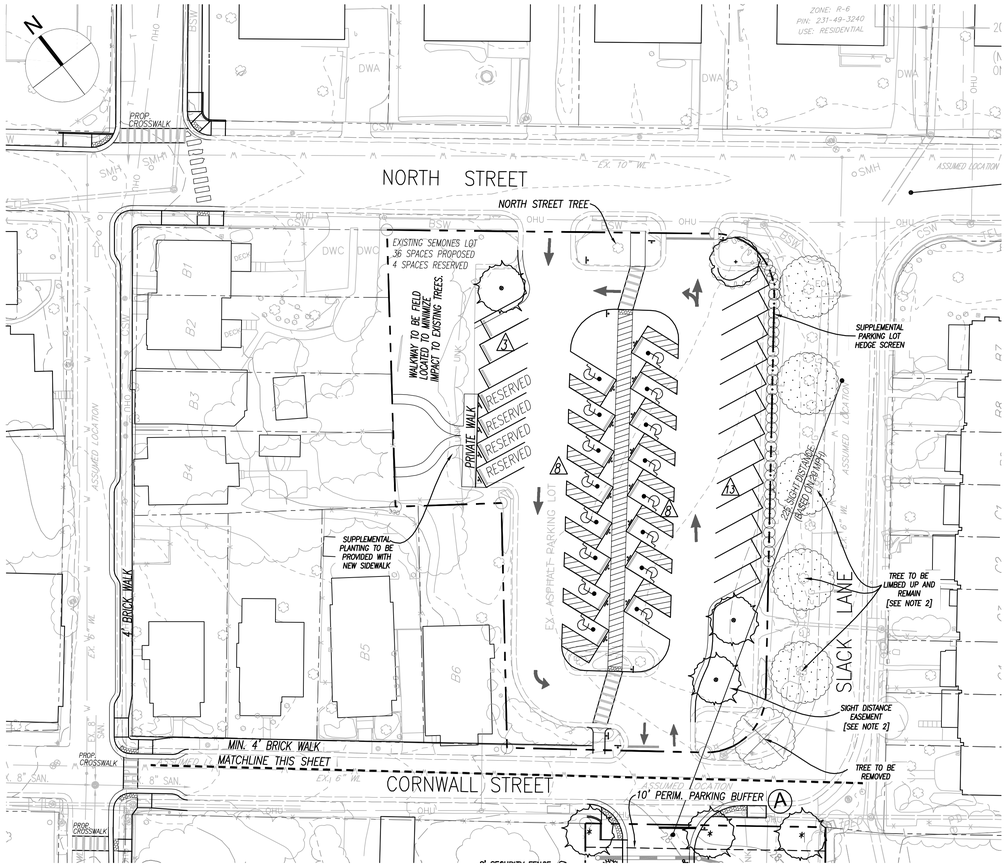

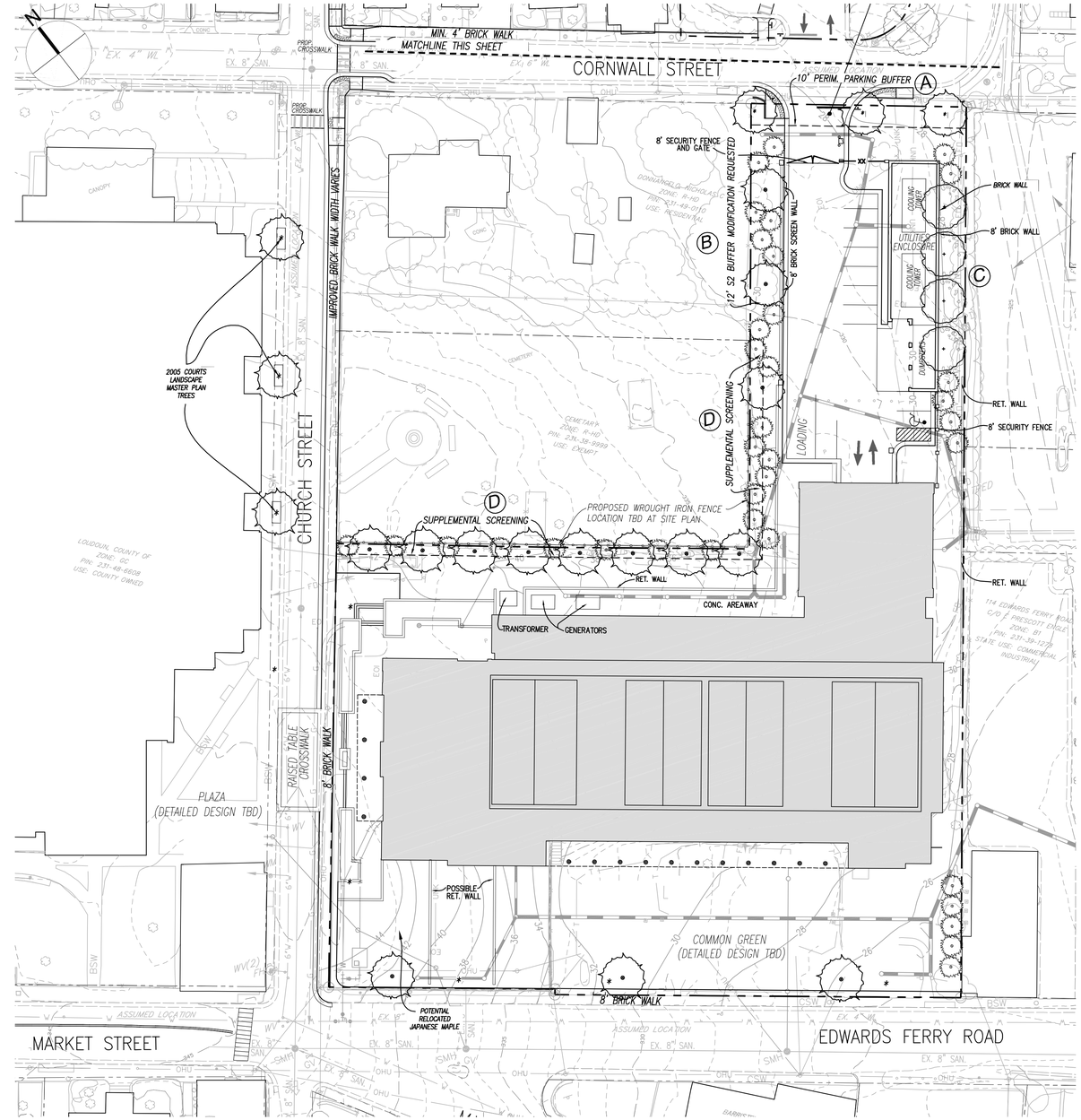

LEGEND

- Rezoning Boundary
- Adjacent Property Lines
- 1' Topographic Contours
- Proposed Vehicular Circulation
- Existing Tree Canopy
- Limits of Interim Tree Save
- Limits of Clearing & Grading
- Large Canopy
- Medium Canopy
- Evergreen
- Shrub
- Existing Tree to Remain
- Existing Tree to be Removed
- Supplemental Tree Ornamental

BUFFER TABULATION

	REQUIRED	PROVIDED
(A) - 10' PERIMETER PARKING LOT BUFFER (100 LF)		
CANOPY TREES	3	3
(B) - 25' S2 BUFFER - 2,750 SF (MOD. REQUESTED)	REQUIRED	PROVIDED
LARGE CANOPY TREES	3	3
MEDIUM CANOPY TREES	3	0
UNDERSTORY TREES	0	0
EVERGREEN TREES	5	8
SHRUBS	28	0
(C) - 10' S2 BUFFER - 4,160 SF (MOD REQUESTED)	REQUIRED	PROVIDED
LARGE CANOPY TREES	4	TBD
MEDIUM CANOPY TREES	4	TBD
UNDERSTORY TREES	0	TBD
EVERGREEN TREES	8	TBD
SHRUBS	42	TBD
(D) - 5' SUPPLEMENTAL BUFFER - 1,476 SF	REQUIRED	PROVIDED
LARGE CANOPY	0	8
MEDIUM CANOPY TREES	0	0
UNDERSTORY TREES	0	0
EVERGREEN TREES	0	17
SHRUBS	0	0

- PERIMETER PARKING LOT CANOPY TREES ALSO COUNTED AS CANOPY TREES IN BUFFER 'B' & 'C'

STREET TREE TABULATION

	PROVIDED
- 2005 COURTS LANDSCAPE MASTER PLAN TREES	
"EAST COURTYARD"	3 (SEE GENERAL NOTE #3)
- ORDINANCE TREES	
CHURCH STREET	0
EDWARDS FERRY ROAD	3
CORNWALL STREET	3

LANDSCAPE SITE SPECIFIC DESIGN STANDARDS

1. SECTION 12.8.3 - REQUIRED SCREENING & BUFFERING
   REQUEST: REDUCE REQUIRED 25' S2 BUFFER (B) TO 12' S2 BUFFER. PROPOSED PLANT QUANTITIES PER BUFFER TABULATIONS
2. SECTION 12.8.3 - REQUIRED SCREENING & BUFFERING
   REQUEST: ELIMINATE THE REQUIRED 10' S2 BUFFER (C) PROPOSED PLANT QUANTITIES PER BUFFER TABULATIONS
3. SECTION 12.4 - REQUIRED STREET TREES
   REQUEST: - REDUCE REQUIRED NUMBER OF STREET TREES ON EDWARDS FERRY TO 1 CANOPY PER 100'
   - ELIMINATE THE REQUIRED NUMBER OF STREET TREES ON CHURCH STREET
4. SECTION 12.3 - REQUIRED TWENTY YEAR TREE CANOPY
   REQUEST: EXCLUDE PARCEL FROM MINIMUM TREE CANOPY REQUIREMENTS PER SECTION 12.3.2.C.9 AS A LAW ENFORCEMENT AGENCY

GENERAL NOTES

1. SEMONES LOT IS NOT SUBJECT TO REZONING, BUT IS BEING USED FOR REQUIRED PARKING.
2. ALONG SLACK LANE, TREES WITHIN NEW SIGHT DISTANCE EASEMENT TO BE LIMBED UP TO 3', SUBJECT TO TOWN APPROVAL AT TIME OF SITE PLAN . ALL OTHER PLANTING WITHIN THE SAME EASEMENT GREATER THAN SIX INCHES ABOVE EXISTING GRADES SHALL BE CLEARED AND GRUBBED.
3. STREET TREES PROPOSED ALONG WEST SIDE OF CHURCH STREET ARE SUBJECT TO FINAL SECURITY REVIEW FROM SHERIFFS OFFICE AND UNDERGROUND UTILITY CONFLICTS.
4. PROPOSED LANDSCAPING ALONG BUFFER YARD (C) TO BE DETERMINED AT FINAL SITE PLAN, IN CONSULTATION WITH FINAL SECURITY REVIEW. LANDSCAPE SHOWN IS ILLUSTRATIVE ONLY
5. SEMONES LOT LANDSCAPING IS ILLUSTRATIVE AND SUBJECT TO FINAL ENGINEERING.

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LANDSCAPE PLAN
CHURCH ST

LOUDOUN COUNTY COURTHOUSE EXPANSION

TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg, Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
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Sheet	7 of 22
File Number	RZ-144-LC

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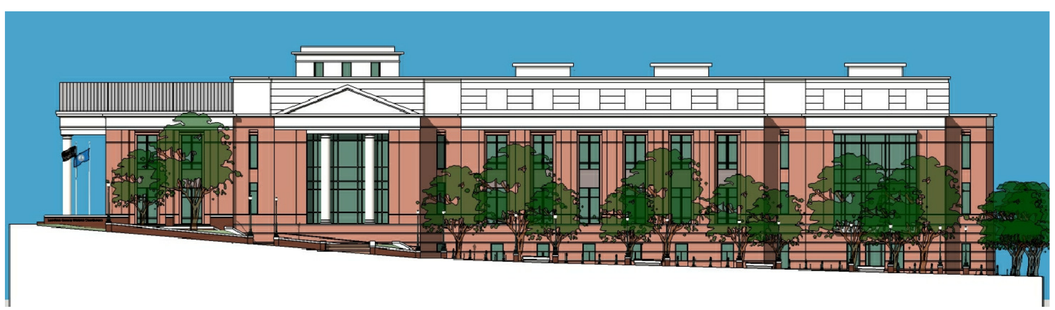
EASTERN BUILDING ELEVATION

NORTHERN BUILDING ELEVATION

WESTERN BUILDING ELEVATION



SOUTHERN BUILDING ELEVATION

GENERAL NOTE

1. COURTHOUSE ELEVATIONS AND RENDERINGS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE THROUGH BOARD OF ARCHITECTURAL REVIEW AND APPROVAL.

SOUTH-WEST PERSPECTIVE

NORTHERN PERSPECTIVE

EASTERN PERSPECTIVE

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ELEVATIONS & PERSPECTIVES
LOUDOUN COURTHOUSE

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
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Scale	NTS
Sheet	8 of 22
File Number	RZ-144-LC

Plotted: Feb 03, 2016 at 11:59am
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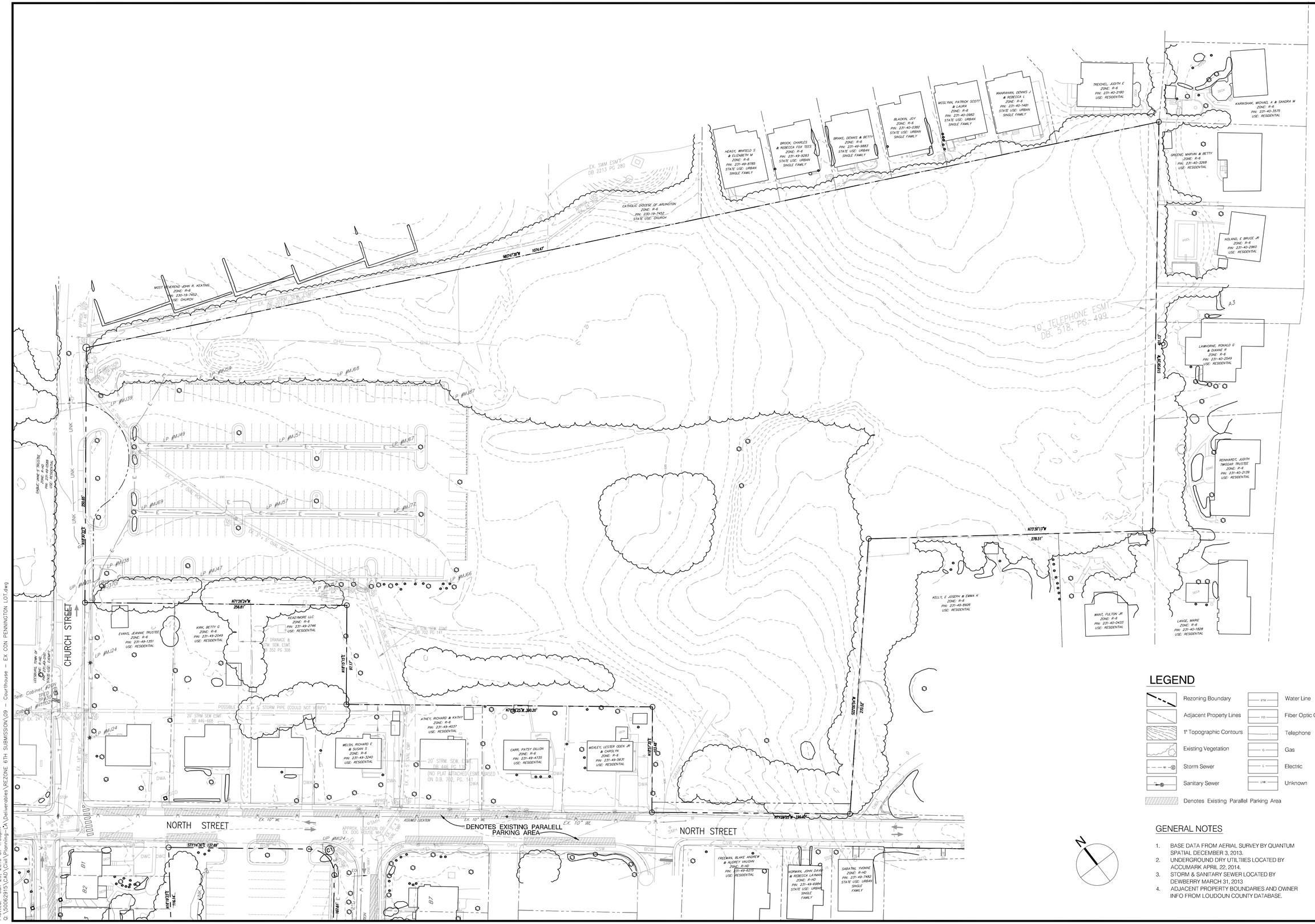

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EXISTING CONDITIONS PENNINGTON LOT

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg, Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
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Scale	1" = 40'
Sheet	9 Of 22
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BUFFER TABULATION

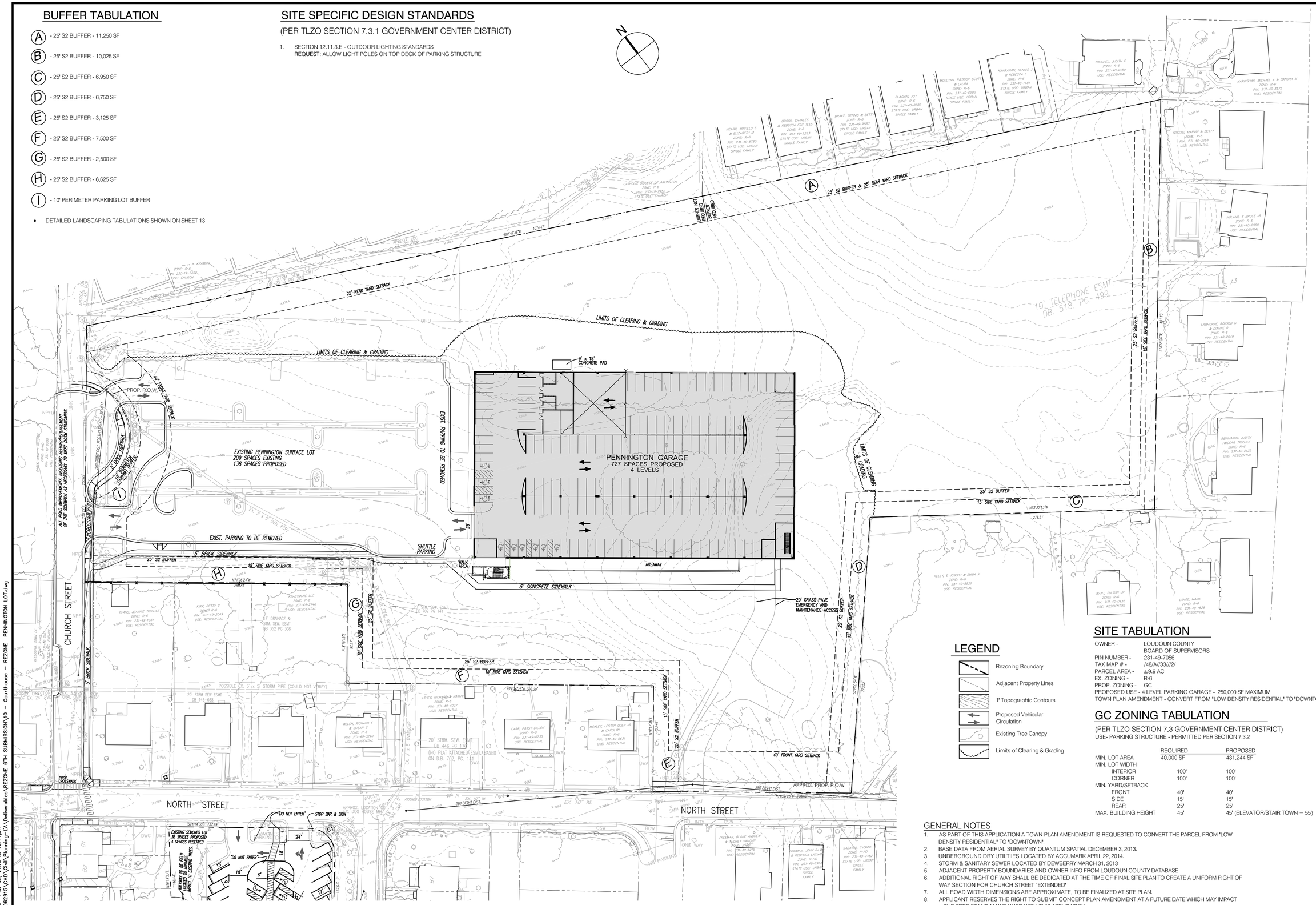
- (A) - 25' S2 BUFFER - 11,250 SF
- (B) - 25' S2 BUFFER - 10,025 SF
- (C) - 25' S2 BUFFER - 6,950 SF
- (D) - 25' S2 BUFFER - 6,750 SF
- (E) - 25' S2 BUFFER - 3,125 SF
- (F) - 25' S2 BUFFER - 7,500 SF
- (G) - 25' S2 BUFFER - 2,500 SF
- (H) - 25' S2 BUFFER - 6,625 SF
- (I) - 10' PERIMETER PARKING LOT BUFFER

- DETAILED LANDSCAPING TABULATIONS SHOWN ON SHEET 13

SITE SPECIFIC DESIGN STANDARDS

(PER TLZO SECTION 7.3.1 GOVERNMENT CENTER DISTRICT)

1. SECTION 12.11.3.E - OUTDOOR LIGHTING STANDARDS
   REQUEST: ALLOW LIGHT POLES ON TOP DECK OF PARKING STRUCTURE



LEGEND

- Rezoning Boundary
- Adjacent Property Lines
- 1' Topographic Contours
- Proposed Vehicular Circulation
- Existing Tree Canopy
- Limits of Clearing & Grading

SITE TABULATION

OWNER -	LOUDOUN COUNTY BOARD OF SUPERVISORS
PIN NUMBER -	231-49-7056
TAX MAP # -	/48/A//33//2/
PARCEL AREA -	±9.9 AC
EX. ZONING -	R-6
PROP. ZONING -	GC

PROPOSED USE - 4 LEVEL PARKING GARAGE - 250,000 SF MAXIMUM
TOWN PLAN AMENDMENT - CONVERT FROM "LOW DENSITY RESIDENTIAL" TO "DOWNTOWN"

GC ZONING TABULATION

(PER TLZO SECTION 7.3 GOVERNMENT CENTER DISTRICT)
USE- PARKING STRUCTURE - PERMITTED PER SECTION 7.3.2

	REQUIRED	PROPOSED
MIN. LOT AREA	40,000 SF	431,244 SF
MIN. LOT WIDTH		
INTERIOR	100'	100'
CORNER	100'	100'
MIN. YARD/SETBACK		
FRONT	40'	40'
SIDE	15'	15'
REAR	25'	25'
MAX. BUILDING HEIGHT	45'	45' (ELEVATOR/STAIR TOWN = 55')

GENERAL NOTES

1. AS PART OF THIS APPLICATION A TOWN PLAN AMENDMENT IS REQUESTED TO CONVERT THE PARCEL FROM "LOW DENSITY RESIDENTIAL" TO "DOWNTOWN".
2. BASE DATA FROM AERIAL SURVEY BY QUANTUM SPATIAL DECEMBER 3, 2013.
3. UNDERGROUND DRY UTILITIES LOCATED BY ACCUMARK APRIL 22, 2014.
4. STORM & SANITARY SEWER LOCATED BY DEWBERRY MARCH 31, 2013
5. ADJACENT PROPERTY BOUNDARIES AND OWNER INFO FROM LOUDOUN COUNTY DATABASE
6. ADDITIONAL RIGHT OF WAY SHALL BE DEDICATED AT THE TIME OF FINAL SITE PLAN TO CREATE A UNIFORM RIGHT OF WAY SECTION FOR CHURCH STREET "EXTENDED"
7. ALL ROAD WIDTH DIMENSIONS ARE APPROXIMATE, TO BE FINALIZED AT SITE PLAN.
8. APPLICANT RESERVES THE RIGHT TO SUBMIT CONCEPT PLAN AMENDMENT AT A FUTURE DATE WHICH MAY IMPACT THE TREE STAND MAINTAINED WITH THIS APPLICATION.
9. FINAL PARKING COUNT'S MAY ADJUST ±20 SPACES SUBJECT TO FINAL ENGINEERING AND GARAGE DESIGN.

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REZONING
PENNINGTON LOT

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
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Sheet	10 Of 22
File Number	RZ-144-LC

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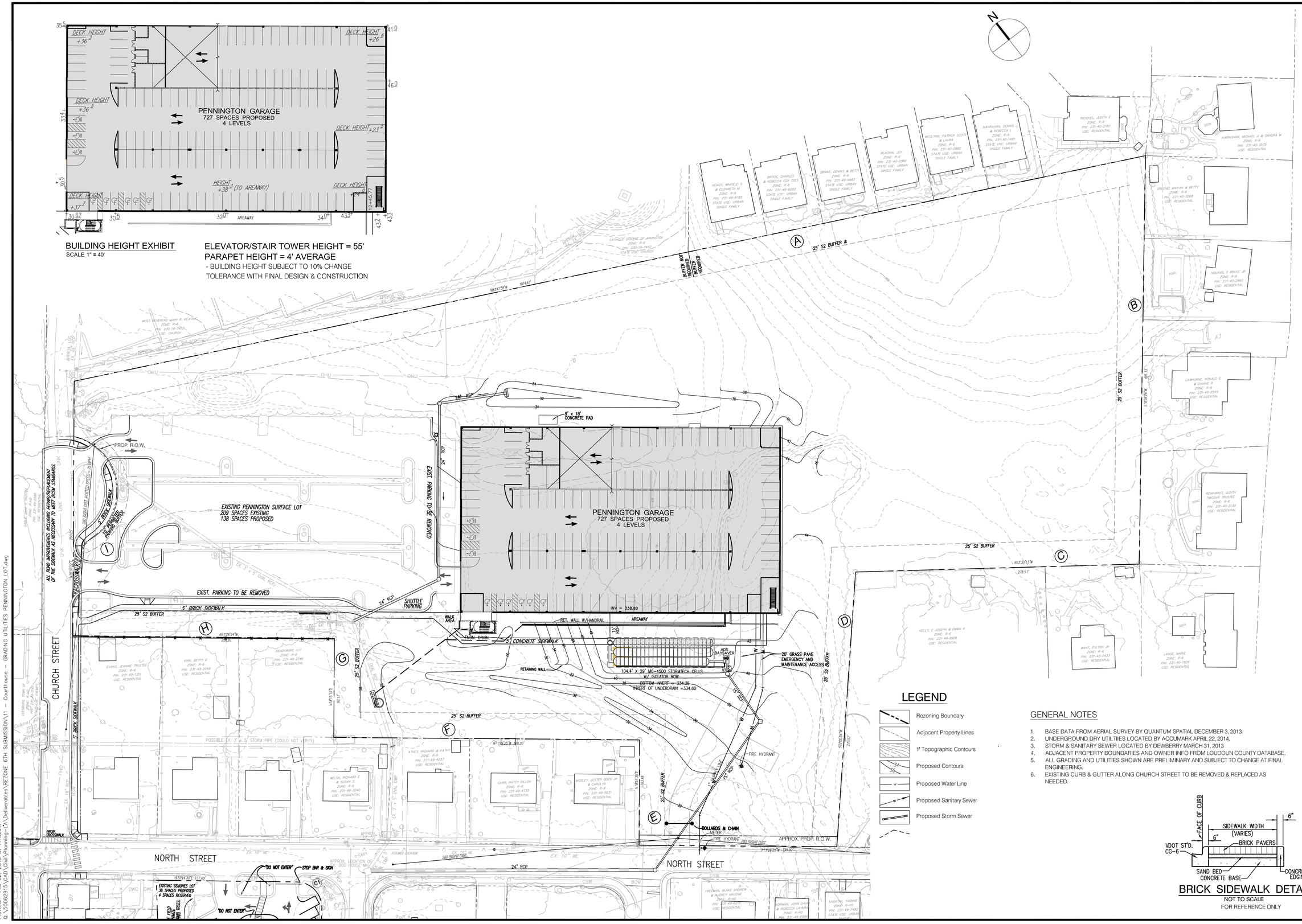
BUILDING HEIGHT EXHIBIT
SCALE 1" = 40'

ELEVATOR/STAIR TOWER HEIGHT = 55'
PARAPET HEIGHT = 4' AVERAGE
- BUILDING HEIGHT SUBJECT TO 10% CHANGE
TOLERANCE WITH FINAL DESIGN & CONSTRUCTION

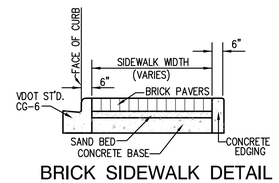


LEGEND

- Rezoning Boundary
- Adjacent Property Lines
- 1' Topographic Contours
- Proposed Contours
- Proposed Water Line
- Proposed Sanitary Sewer
- Proposed Storm Sewer

GENERAL NOTES

1. BASE DATA FROM AERIAL SURVEY BY QUANTUM SPATIAL DECEMBER 3, 2013.
2. UNDERGROUND DRY UTILTIES LOCATED BY ACCUMARK APRIL 22, 2014.
3. STORM & SANITARY SEWER LOCATED BY DEWBERRY MARCH 31, 2013
4. ADJACENT PROPERTY BOUNDARIES AND OWNER INFO FROM LOUDOUN COUNTY DATABASE.
5. ALL GRADING AND UTILITIES SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE AT FINAL ENGINEERING.
6. EXISTING CURB & GUTTER ALONG CHURCH STREET TO BE REMOVED & REPLACED AS NEEDED.



BRICK SIDEWALK DETAIL
NOT TO SCALE
FOR REFERENCE ONLY

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PRELIMINARY GRADING & UTILITIES
PENNINGTON LOT

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
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GROUND LEVEL LIGHTING SCHEDULE

Luminaire Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	B	6	Lithonia Lighting	KVS1 175M R5 SCWA	TYPE V , MEDIUM , CUTOFF	ONE 175-WATT CLEAR BT-28 PULSE START METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVS1_175M_R5_(PULSE_START).ies	14400	0.8	208

Statistics							
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
On Property Line	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A	0.2:1

GARAGE TOP LEVEL LIGHTING SCHEDULE

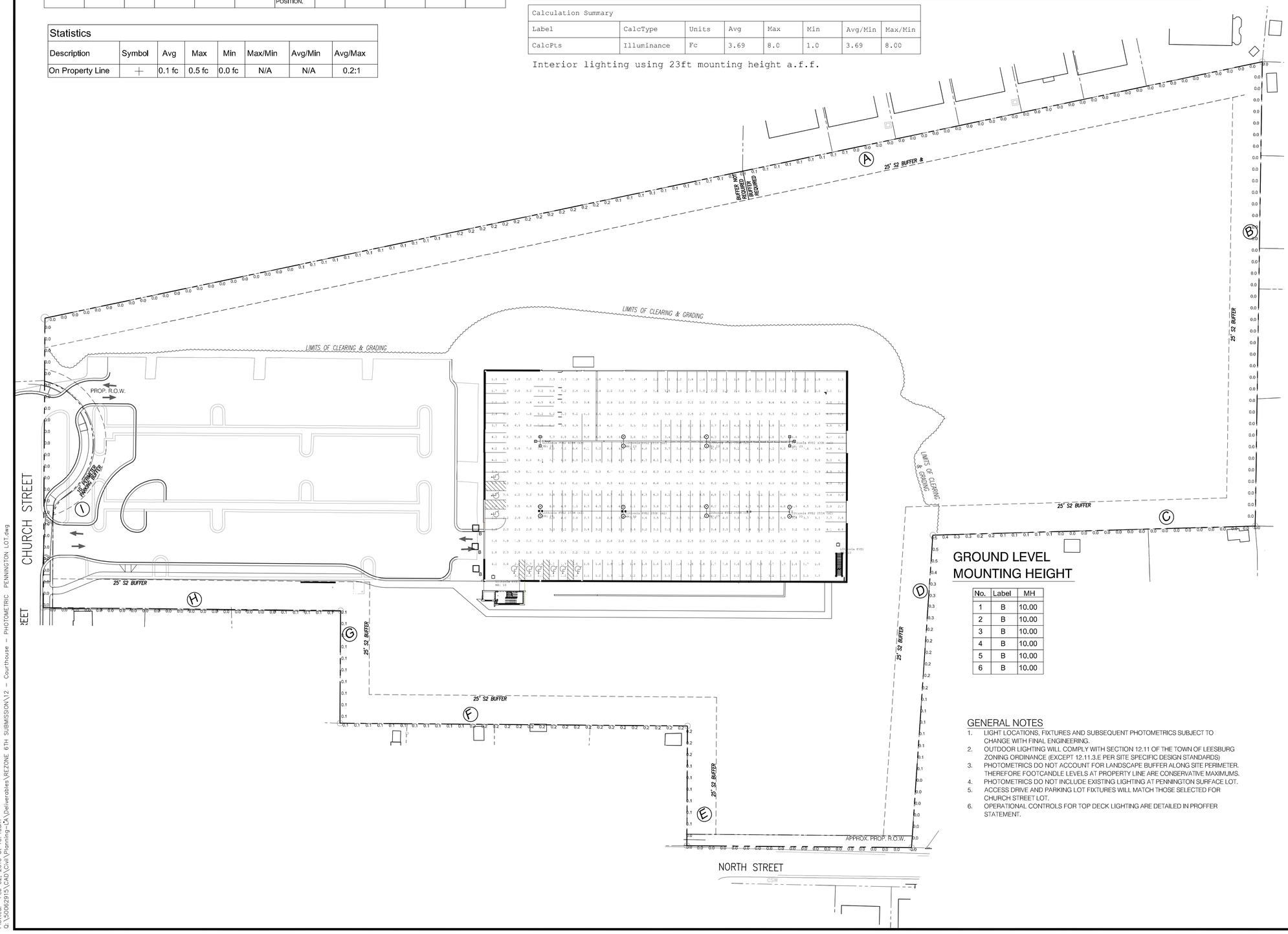
Luminaire Schedule

Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description	Lum. Watts	Total Watts
	2	Lithonia KVS1	SINGLE	14400	0.550	KVS1 175M R5 (PULSE START)	208	416
	6	Lithonia KVE2 250M (x2)	BACK-BACK	25000	0.550	KVE2 250M SYM (PULSE START)	288	3456
	2	Lithonia KVE2 400M (x3)	3 @ 90 DEGREES	44000	0.550	KVE2 400M SYM (PULSE START)	456	2736

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts	Illuminance	Fc	3.69	8.0	1.0	3.69	8.00

Interior lighting using 23ft mounting height a.f.f.



GROUND LEVEL MOUNTING HEIGHT

No.	Label	MH
1	B	10.00
2	B	10.00
3	B	10.00
4	B	10.00
5	B	10.00
6	B	10.00

GENERAL NOTES

1. LIGHT LOCATIONS, FIXTURES AND SUBSEQUENT PHOTOMETRICS SUBJECT TO CHANGE WITH FINAL ENGINEERING.
2. OUTDOOR LIGHTING WILL COMPLY WITH SECTION 12.11 OF THE TOWN OF LEESBURG ZONING ORDINANCE (EXCEPT 12.11.3.E PER SITE SPECIFIC DESIGN STANDARDS)
3. PHOTOMETRICS DO NOT ACCOUNT FOR LANDSCAPE BUFFER ALONG SITE PERIMETER. THEREFORE FOOTCANDLE LEVELS AT PROPERTY LINE ARE CONSERVATIVE MAXIMUMS.
4. PHOTOMETRICS DO NOT INCLUDE EXISTING LIGHTING AT PENNINGTON SURFACE LOT.
5. ACCESS DRIVE AND PARKING LOT FIXTURES WILL MATCH THOSE SELECTED FOR CHURCH STREET LOT.
6. OPERATIONAL CONTROLS FOR TOP DECK LIGHTING ARE DETAILED IN PROFFER STATEMENT.

GENERAL SHEET NOTES

1. ALL FIXTURES ARE TYPE F1 UNLESS NOTED OTHERWISE. SEE FIXTURE MOUNTING DETAIL 1/E-501. SEE LIGHT FIXTURE SCHEDULE ON THIS SHEET.
2. LIGHT FIXTURES AND CONDUIT ARE SHOWN IN REFLECTED CEILING ORIENTATION.
3. ALL CONDUITS SHALL CONTAIN A GREEN COLORED EQUIPMENT GROUNDING CONDUCTOR PROVIDING CONTINUITY TO ALL BOXES, DEVICES AND FIXTURES. LIGHT FIXTURE CONDUCTORS SHALL BE NO.10 THWN UNLESS NOTED OTHERWISE. ALL HOMERUN CONDUCTOR SIZES SHALL BE AS NOTED ON THE PANEL SCHEDULES. CONDUIT SIZING SHALL BE BASED ON USE OF THWN INSULATION AND NEC REQUIREMENTS.
4. ALL ABOVE GROUND CONDUIT SHALL BE SURFACE MOUNTED RIGID HOT DIPPED GALVANIZED STEEL WITH THREADED FITTINGS UTILIZING HOT DIPPED GALVANIZED, CAST, OR MALLEABLE IRON THREADED JUNCTION BOXES AND COVERS. ALL UNDERGROUND CONDUIT SHALL BE PVC MINIMUM CONDUIT SIZE IS 3/4" UNLESS NOTED OTHERWISE. USE SEAL TIGHT FLEXIBLE CONDUIT IN LENGTHS NO GREATER THAN 2'-0" TO CONNECT MOTORS, TRANSFORMERS AND FOR WHIPS CONNECTING TRUNNION MOUNTED FIXTURES TO JUNCTION BOXES. DO NOT INSTALL FLEXIBLE CONDUIT AT OTHER LOCATIONS WITHOUT WRITTEN APPROVAL OF ENGINEER.
5. ALL HORIZONTAL CONDUIT RUNS ARE TO BE ROUTED EXPOSED ALONG THE CEILING THRU BLOCK-OUTS IN TEE STEMS. COORDINATE REQUIRED BLOCK-OUTS IN TEE STEMS WITH STRUCTURAL ENGINEER. ALL VERTICAL CONDUIT RUNS SHALL BE ROUTED EXPOSED ALONG COLUMNS/WALLS IN PARKING AREAS. HOMERUNS TO ELECTRICAL ROOM ARE TO BE ROUTED DOWN ADJACENT COLUMNS THEN UNDERGROUND TO THE ELECTRICAL ROOM. ALL EXPOSED CONDUIT MUST BE ROUTED UP TIGHT AGAINST THE CEILING, COLUMNS, TEES OR WALLS. NO GAPS WILL BE PERMITTED. (USING BLOCKOUTS OR OTHER STRUCTURAL MEMBERS AS A SOURCE OF SUPPORT IS PROHIBITED. ROUTING CONDUIT UNDER BEAMS WILL NOT BE PERMITTED.) CONDUIT SHALL NOT BE ROUTED BEHIND SIGNS, OR LOCATED SUCH A WAY THAT IT OBSTRUCTS THE OPERATION OF A DEVICE OR RESTRICTS OPENING AN ACCESS POINT, ENCLOSURE DOOR OR ANY OTHER PIECE OF EQUIPMENT.
6. AT STAIRS AND ELEVATOR TOWERS RUN CONDUITS BELOW SLAB AND FROM BOTTOM UP AND DO NOT CROSS EXPANSION JOINTS AT SUPPORTED TIERS UNLESS NOTED OTHERWISE. DO NOT ROUTE VERTICAL CONDUIT RISERS THROUGH EXPANSION JOINTS.
7. PROVIDE CONDUIT EXPANSION FITTINGS FOR ALL CONDUIT THAT CROSS EXPANSION JOINT AT LOCATIONS REQUIRED.
8. DO NOT ENCASE CONDUIT IN SLAB ON GRADE. INSTALL BELOW SLAB ON GRADE AND GRADE BEAMS. AVOID BELOW GRADE CONDUIT.
9. THE USE OF POWDER PROPELLED FASTENERS FOR MOUNTING CONDUIT, SUPPORTS, JUNCTION BOXES, FIXTURES OR OTHER EQUIPMENT IS PROHIBITED.
10. PROVIDE APPROVED, HOT DIPPED GALVANIZED STEEL GUARDS AROUND JUNCTION BOXES, CONDUITS AND OTHER EQUIPMENT WHICH MAY BE EXPOSED TO POSSIBLE BUMPER DAMAGE. SEE CONDUIT RISER GUARD DETAIL 2/E-501 AND MULTIPLE CONDUIT RISER GUARD DETAIL 3/E-501.
11. LIGHTING DESIGN TO BE AS SHOWN ON DRAWINGS BUT IN NO CASE LESS THAN IESNA RP98, AND IESNAG-01-03, "LIGHTING FOR PARKING FACILITIES", AND ALL OTHER LOCAL CODE REQUIREMENTS. ALL LIGHTING VALUES ARE END OF PROJECTED LIFE. LED THEORETICAL LUMEN DEPRECIATION FACTOR SHALL HE GREATER THAN 100,000 HOURS. PROVIDE EMERGENCY EGRESS LIGHTING ALONG THE PATH OF EGRESS OF LIFE 1 FC AVERAGE AND 40:1 MAX TO MIN IN ACCORDANCE WITH THE NFPA AND BUILDING CODE.
12. ALL RECEPTACLES SHALL BE G.F.C.I. TYPE. ALL RECEPTACLES EXCEPT THOSE IN ENCLOSED ROOMS SHALL HAVE WEATHERPROOF COVERS.
13. ROUTE POWER TO ELECTRIC SIGNS AND ADDITIONAL LIGHT FIXTURES SHOWN ON ARCHITECTURAL DRAWINGS.
14. COORDINATE POWER AND CONTROL REQUIREMENTS WITH MECHANICAL FOR VENTILATION FANS, PUMPS, HEAT TRACE AND OTHER LOADS.
15. PROVIDE EMERGENCY LIGHTING AND SIGNAGE AS REQUIRED BY LOCAL CODES TO ILLUMINATE AND IDENTIFY EGRESS PATHS UTILIZING AN EMERGENCY GENERATOR COMPETE WITH AUTOMATIC TRANSFER SWITCHES. WIRING FROM EMERGENCY SOURCE DISTRIBUTION OVER CURRENT PROTECTION TO EMERGENCY LOADS SHALL BE KEPT ENTIRELY INDEPENDENT OF ALL OTHER WIRING AND EQUIPMENT AND SHALL NOT ENTER THE SAME RACEWAY, CABLE, BOX OR CABINET WITH OTHER WIRING.
16. LOCATE EMERGENCY COMMUNICATIONS IN ELEVATORS AND OTHER LOCATIONS AS REQUIRED.
17. CONDUITS ARE TO BE LOCATED IN THE GARAGE INTERIOR TO MINIMIZE VISUAL IMPACT. DO NOT ROUTE CONDUITS ON THE EXTERIOR OF ANY PART OF THE STRUCTURE. FIXTURES LOCATED ON THE EXTERIOR OF THE STRUCTURE ARE TO BE FED FROM BEHIND WITH NO CONDUIT VISIBLE FROM THE OUTSIDE. FIXTURES LOCATED ON BRICK (INSIDE OR OUTSIDE THE STRUCTURE) ARE TO BE FED FROM BEHIND WITH NO CONDUIT VISIBLE.
18. IN LOCATIONS WHERE LIGHT FIXTURES, EXIT SIGNS, FIRE ALARM STROBES OR OTHER PIECES OF EQUIPMENT NEED TO BE MOUNTED TO A COLUMN OR WALL OVER PIPING OR OTHER OBSTACLES, PROVIDE EXTENSION BRACKETS MADE OUT OF 1/4" HOT DIPPED GALVANIZED STEEL PLATES AS REQUIRED.
19. THE LIGHTING LAYOUT SHOWN IS BASED ON A UNIFORM STRUCTURAL LAYOUT USING 12'-0" PRECAST DOUBLE TEES. IF A DIFFERENT STRUCTURAL ARRANGEMENT IS SELECTED, THE FIXTURE LOCATIONS CAN BE MOVED A MAXIMUM OF 2'-0" PARALLEL TO THE CENTERLINE OF THE BAY. THE MINIMUM ALLOWABLE DISTANCE BETWEEN THE SIDE OF A FIXTURE AND THE SIDE OF A TEE STEM IS 1'-0". THE NUMBER OF FIXTURES IN AN AREA MUST REMAIN THE SAME. FIXTURES MUST BE LOCATED TO PROVIDE MAXIMUM UNIFORMITY AND MAXIMUM BENEFIT OF UPLIGHT.MOUNT FIXTURES TO ONE SIDE IF LOCATED AT PRECAST JOINT.

LEGEND

Rezoning Boundary

Adjacent Property Lines

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PHOTOMETRIC PLAN
PENNINGTON LOT

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1" = 40'
Sheet	12 Of 22
File Number	RZ-144-LC

Plotted: Feb 02, 2016 at 10:40am
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BUFFER TABULATION

	REQUIRED	PROVIDED
(A) - 25' S2 BUFFER - 11,250 SF		
LARGE CANOPY TREES	11	0
MEDIUM CANOPY TREES	11	0
UNDERSTORY TREES	0	0
EVERGREEN TREES	22	0
SHRUBS	112	0
(B) - 25' S2 BUFFER - 10,025 SF		
LARGE CANOPY TREES	10	0
MEDIUM CANOPY TREES	10	0
UNDERSTORY TREES	0	0
EVERGREEN TREES	20	0
SHRUBS	100	0
(C) - 25' S2 BUFFER - 6,950 SF		
LARGE CANOPY TREES	7	0
MEDIUM CANOPY TREES	7	0
UNDERSTORY TREES	0	0
EVERGREEN TREES	14	0
SHRUBS	70	0
(D) - 25' S2 BUFFER - 7,375 SF		
LARGE CANOPY TREES	8	8
MEDIUM CANOPY TREES	8	8
UNDERSTORY TREES	0	0
EVERGREEN TREES	15	15
SHRUBS	74	74

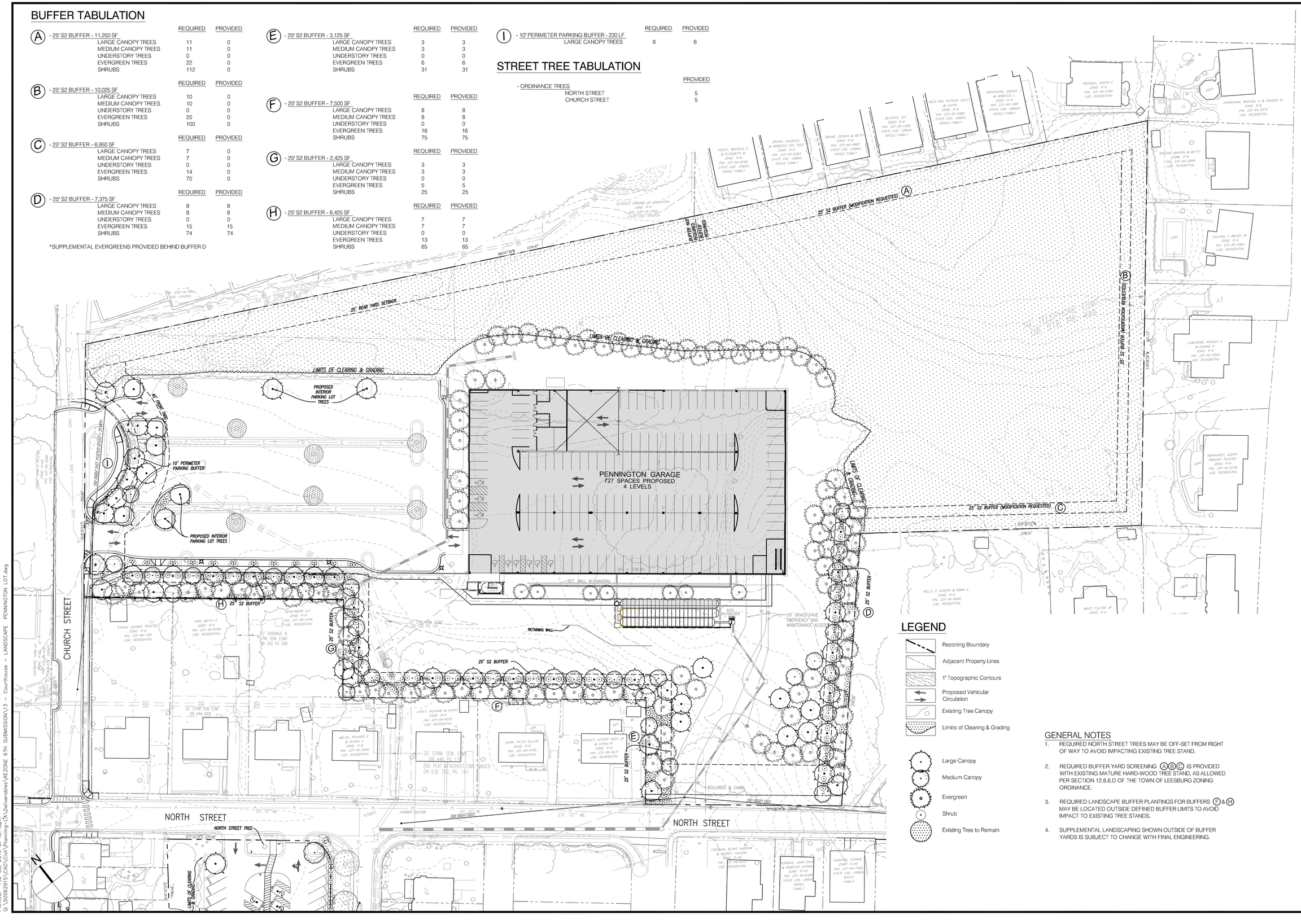
*SUPPLEMENTAL EVERGREENS PROVIDED BEHIND BUFFER D

	REQUIRED	PROVIDED
(E) - 25' S2 BUFFER - 3,125 SF		
LARGE CANOPY TREES	3	3
MEDIUM CANOPY TREES	3	3
UNDERSTORY TREES	0	0
EVERGREEN TREES	6	6
SHRUBS	31	31
(F) - 25' S2 BUFFER - 7,500 SF		
LARGE CANOPY TREES	8	8
MEDIUM CANOPY TREES	8	8
UNDERSTORY TREES	0	0
EVERGREEN TREES	16	16
SHRUBS	75	75
(G) - 25' S2 BUFFER - 2,425 SF		
LARGE CANOPY TREES	3	3
MEDIUM CANOPY TREES	3	3
UNDERSTORY TREES	0	0
EVERGREEN TREES	5	5
SHRUBS	25	25
(H) - 25' S2 BUFFER - 6,425 SF		
LARGE CANOPY TREES	7	7
MEDIUM CANOPY TREES	7	7
UNDERSTORY TREES	0	0
EVERGREEN TREES	13	13
SHRUBS	65	65

	REQUIRED	PROVIDED
(I) - 10' PERIMETER PARKING BUFFER - 230 LF		
LARGE CANOPY TREES	6	6

STREET TREE TABULATION

	PROVIDED
- ORDINANCE TREES	
NORTH STREET	5
CHURCH STREET	5



LEGEND

- Rezoning Boundary
- Adjacent Property Lines
- 1' Topographic Contours
- Proposed Vehicular Circulation
- Existing Tree Canopy
- Limits of Clearing & Grading
- Large Canopy
- Medium Canopy
- Evergreen
- Shrub
- Existing Tree to Remain

GENERAL NOTES

1. REQUIRED NORTH STREET TREES MAY BE OFF-SET FROM RIGHT OF WAY TO AVOID IMPACTING EXISTING TREE STAND.
2. REQUIRED BUFFER YARD SCREENING (A)(B)(C) IS PROVIDED WITH EXISTING MATURE HARD-WOOD TREE STAND, AS ALLOWED PER SECTION 12.8.6.D OF THE TOWN OF LEESBURG ZONING ORDINANCE.
3. REQUIRED LANDSCAPE BUFFER PLANTINGS FOR BUFFERS (F) & (H) MAY BE LOCATED OUTSIDE DEFINED BUFFER LIMITS TO AVOID IMPACT TO EXISTING TREE STANDS.
4. SUPPLEMENTAL LANDSCAPING SHOWN OUTSIDE OF BUFFER YARDS IS SUBJECT TO CHANGE WITH FINAL ENGINEERING.

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LANDSCAPE PLAN
PENNINGTON LOT

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg
Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
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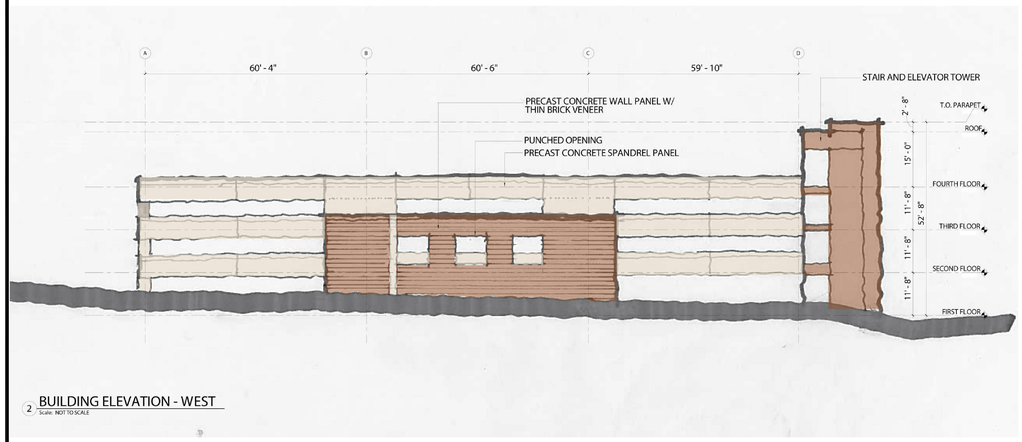
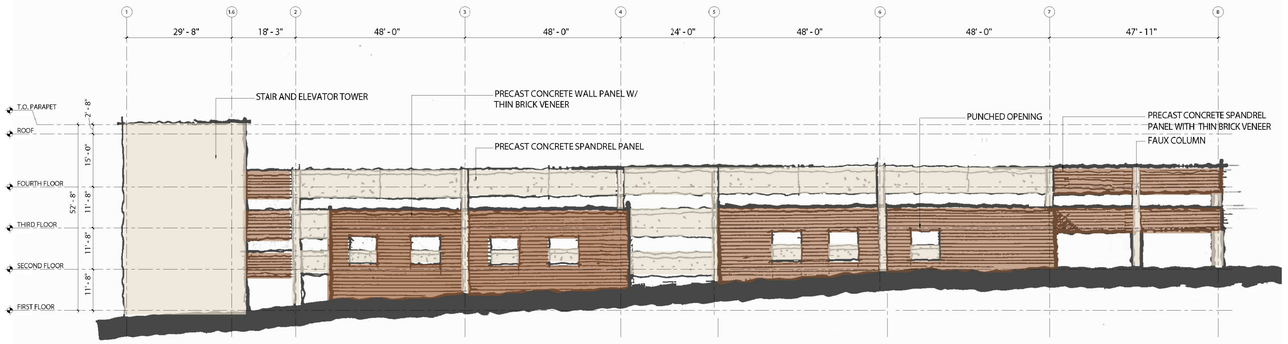
WEST ELEVATION



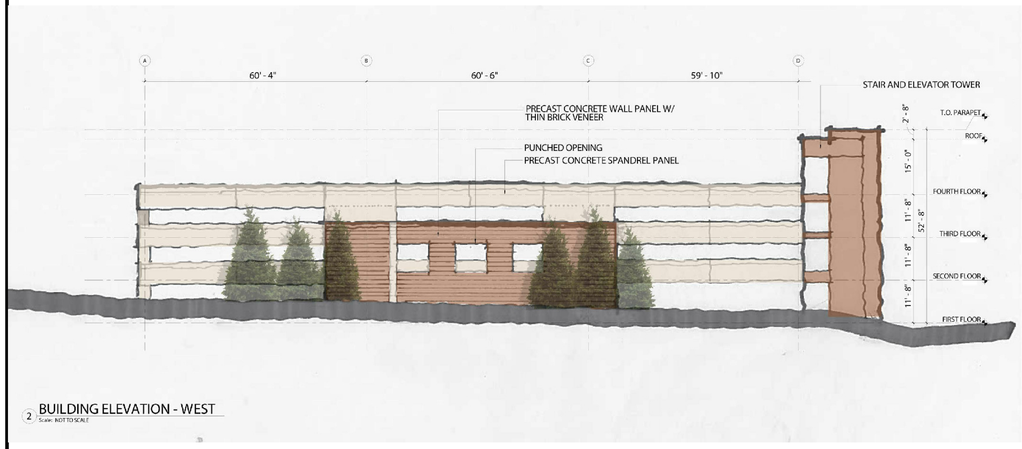
2 BUILDING ELEVATION - WEST
Scale: NOT TO SCALE

SOUTH ELEVATION



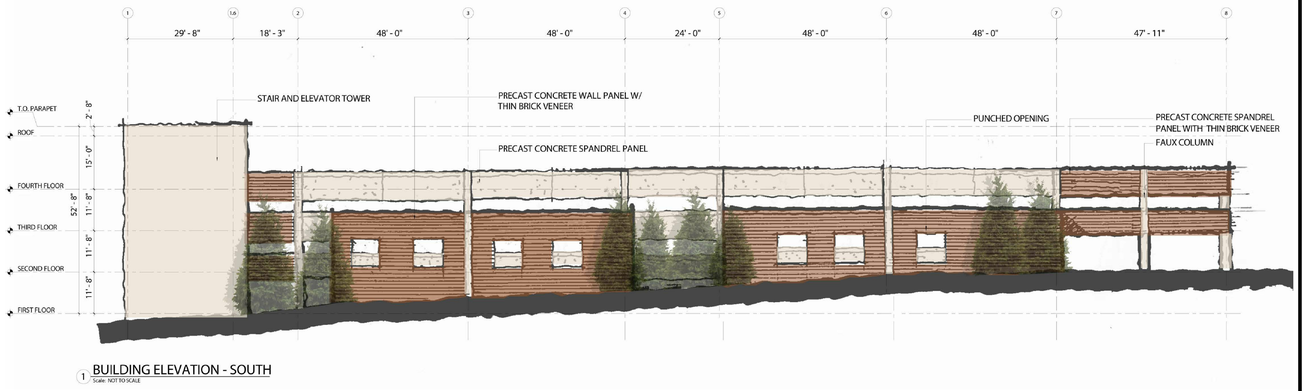
1 BUILDING ELEVATION - SOUTH
Scale: NOT TO SCALE

WEST ELEVATION WITH LANDSCAPING



2 BUILDING ELEVATION - WEST
Scale: NOT TO SCALE

SOUTH ELEVATION WITH LANDSCAPING



1 BUILDING ELEVATION - SOUTH
Scale: NOT TO SCALE

GENERAL NOTES

1. ELEVATIONS ARE PROFFERED TO GENERAL CONFORMANCE.
2. LANDSCAPING SHOWN IS ILLUSTRATIVE AND SHALL BE IN SUBSTANTIAL CONFORMANCE WITH LANDSCAPING AS SHOWN ON SHEET 13, WITH ALLOWANCES FOR FINAL ENGINEERING.

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ELEVATIONS
PENNINGTON LOT

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
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Revision Date	6th Sub. - 2/3/16
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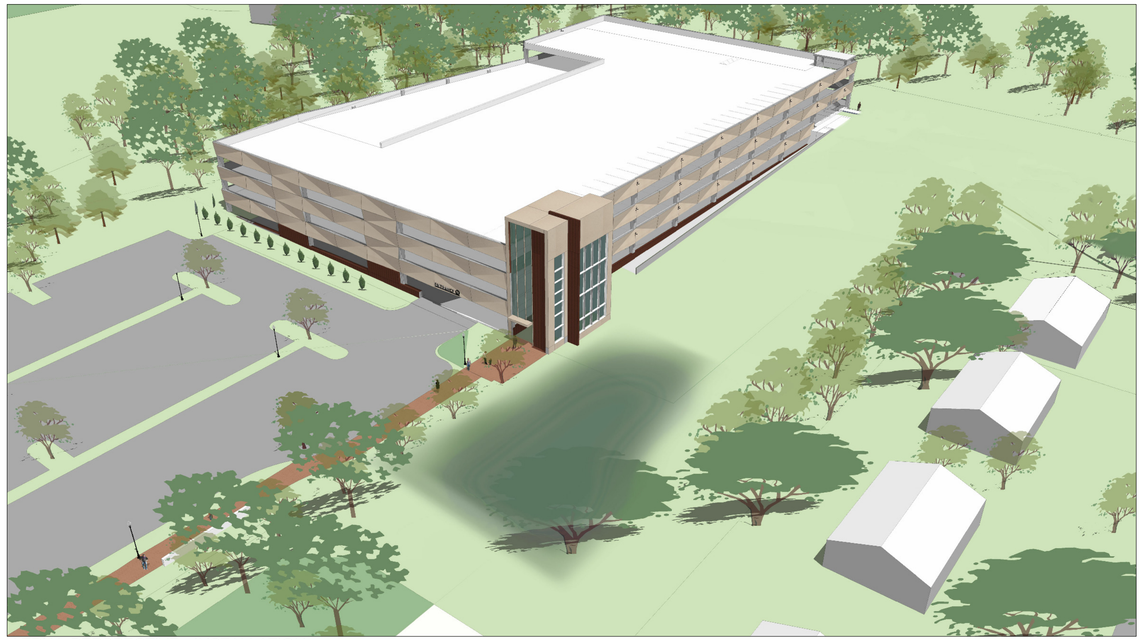
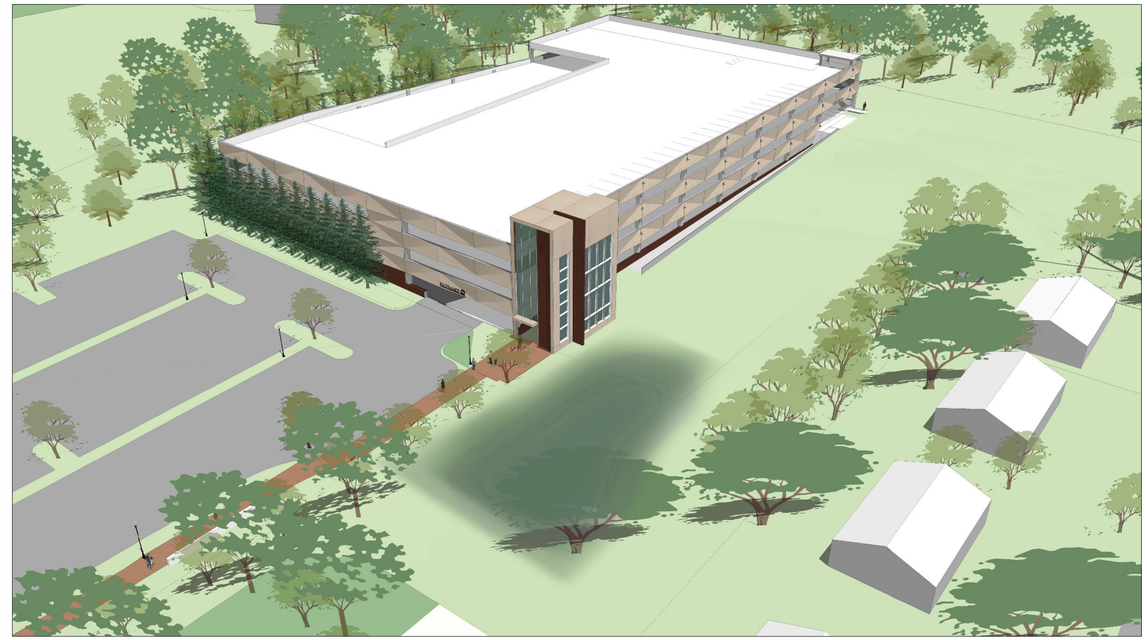


AERIAL PERSPECTIVE - INSTALLATION



AERIAL PERSPECTIVE - 20 YEAR GROWTH

CHURCH STREET PERSPECTIVE - INSTALLATION

CHURCH STREET PERSPECTIVE - 20 YEAR GROWTH

NOTES
- GARAGE ARCHITECTURE SUBJECT TO CHANGE PER PLANNING COMMISSION & TOWN COUNCIL RECOMMENDATIONS

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GARAGE PERSPECTIVES
PENNINGTON LOT

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
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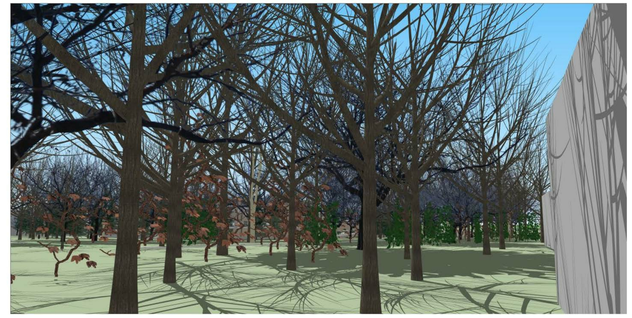
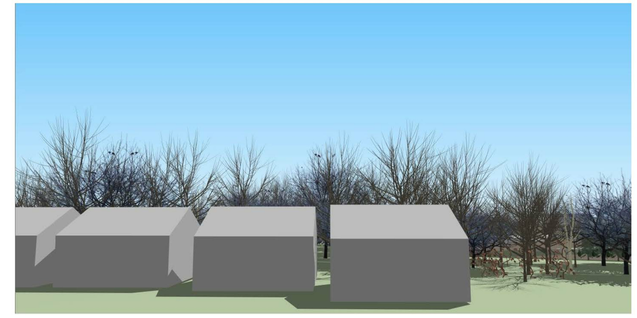
GARAGE
SITE PLAN

2 | SITE



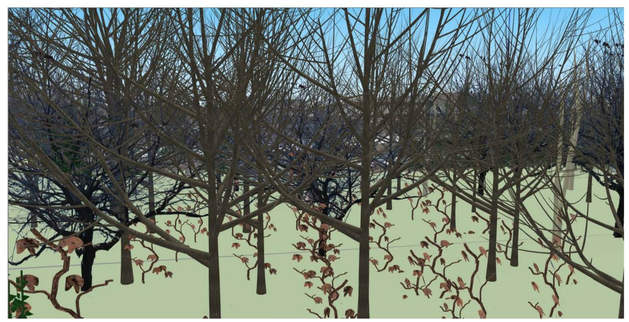
GARAGE
NORTH EAST
PERSPECTIVE
A

3 | 3D PERSPECTIVE



GARAGE
NORTH EAST
PERSPECTIVE
B

4 | 3D PERSPECTIVE

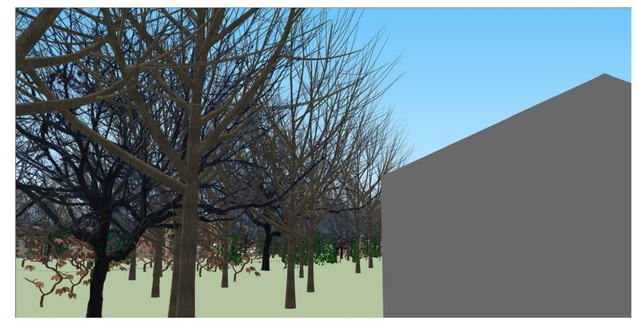


GARAGE
NORTH EAST
PERSPECTIVE
C

5 | 3D PERSPECTIVE

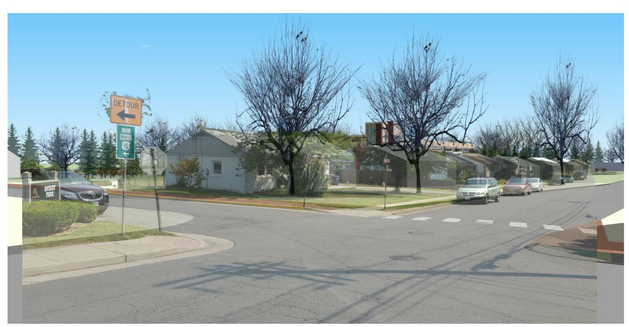
GARAGE
NORTH EAST
PERSPECTIVE
D

6 | 3D PERSPECTIVE



GARAGE
NORTH EAST
PERSPECTIVE
E

7 | 3D PERSPECTIVE

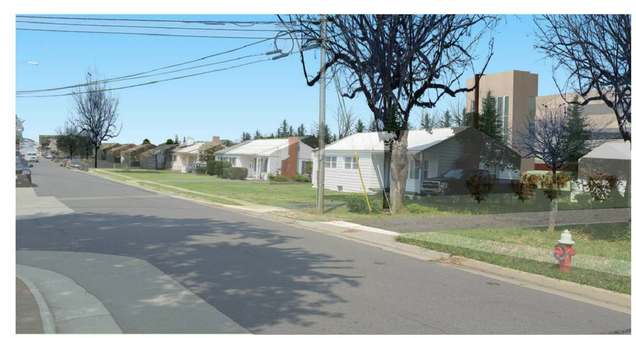


GARAGE
SOUTH WEST
PERSPECTIVE
F

8 | 3D PERSPECTIVE

GARAGE
SOUTH EAST
PERSPECTIVE
G

9 | 3D PERSPECTIVE



GARAGE
SOUTH EAST
PERSPECTIVE
H

10 | 3D PERSPECTIVE

GENERAL NOTES
PERSPECTIVES ARE FOR
ILLUSTRATIVE PURPOSES ONLY.
ALL DETAILS SUBJECT TO CHANGE

Plotted: Feb 02, 2016 at 9:32am
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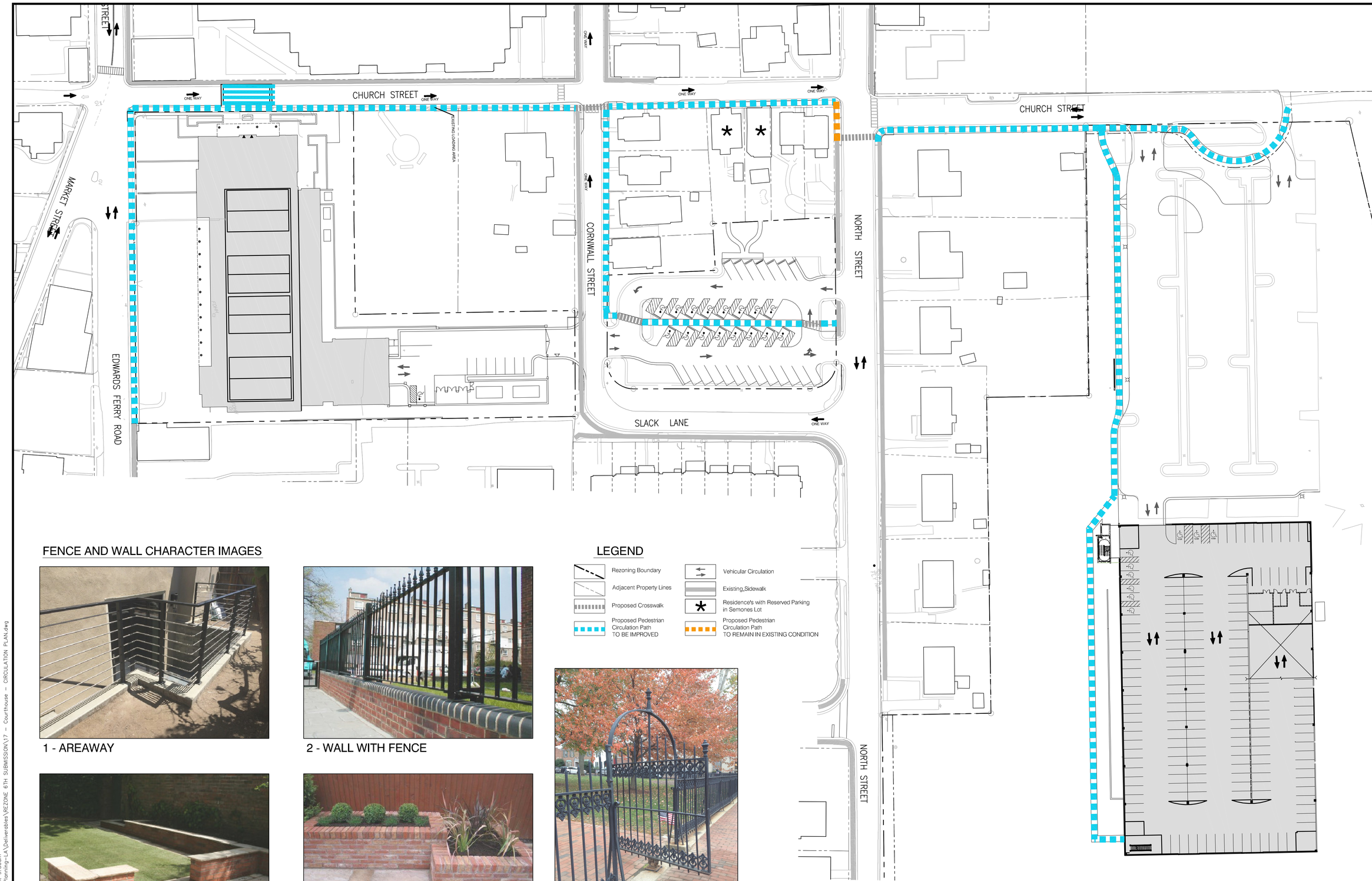
VIEWSHED PERSPECTIVES
PENNINGTON LOT

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

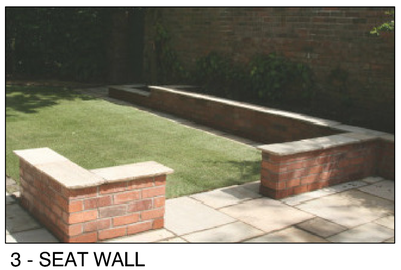
Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	NTS
Sheet	16 Of 22
File Number	RZ-144-LC



FENCE AND WALL CHARACTER IMAGES

1 - AREAWAY

2 - WALL WITH FENCE



3 - SEAT WALL

4 - BRICK PLANTER

5 - WROUGHT IRON FENCE

LEGEND

- Rezoning Boundary
- Adjacent Property Lines
- Proposed Crosswalk
- Proposed Pedestrian Circulation Path TO BE IMPROVED
- Vehicular Circulation
- Existing Sidewalk
- * Residence's with Reserved Parking in Semones Lot
- Proposed Pedestrian Circulation Path TO REMAIN IN EXISTING CONDITION

GENERAL NOTES

1. BASE DATA FROM AERIAL SURVEY BY QUANTUM SPATIAL DECEMBER 3, 2013.
2. PEDESTRIAN ALIGNMENT DETAILS ARE SUBJECT TO CHANGE WITH FINAL ENGINEERING.

N

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PEDESTRIAN / VEHICULAR CIRCULATION PLAN

LOUDOUN COUNTY COURTHOUSE EXPANSION

TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
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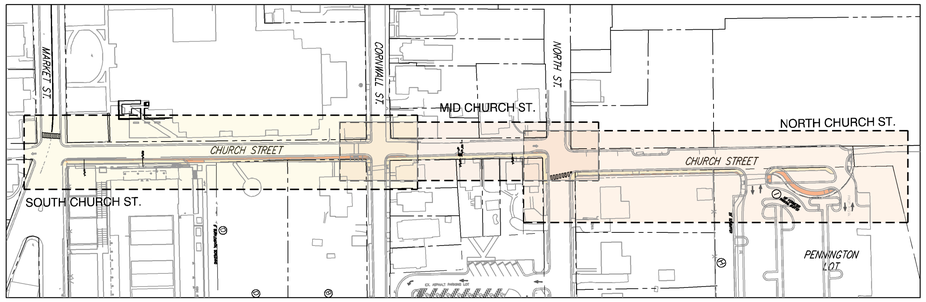
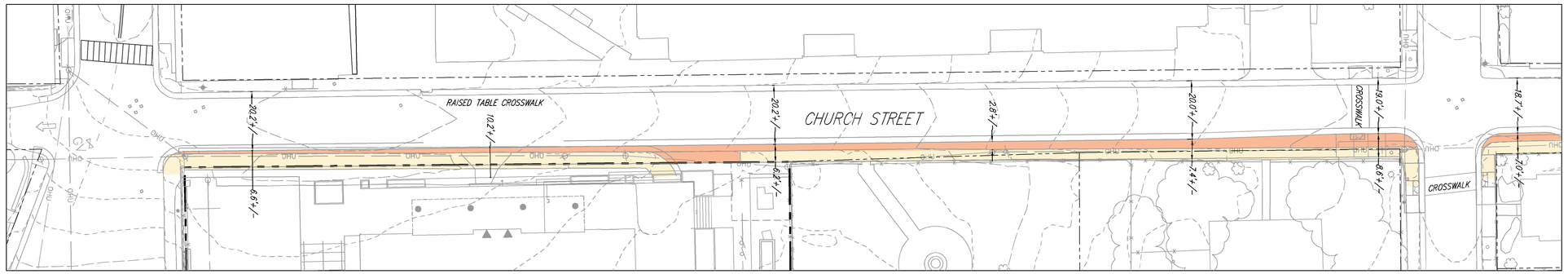
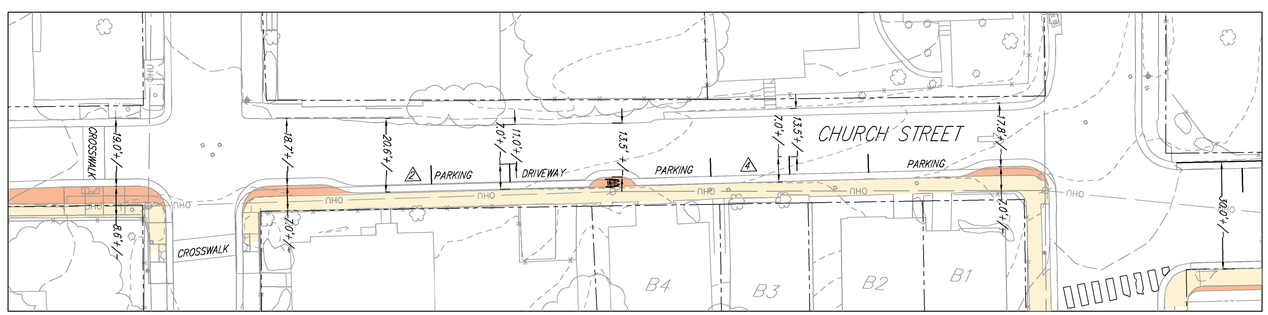


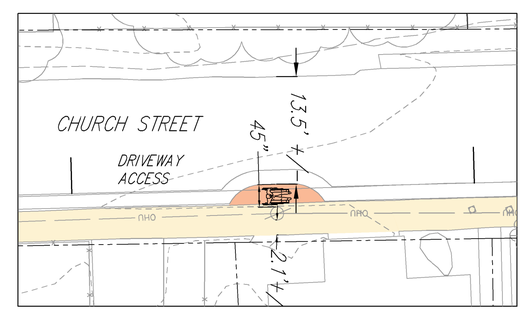
KEY PLAN - 1" = 100'



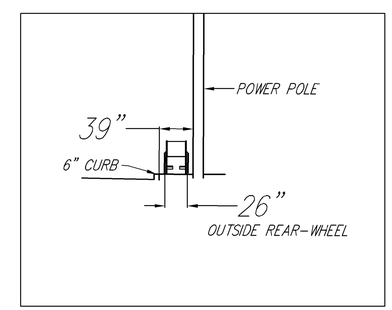
SOUTH CHURCH STREET



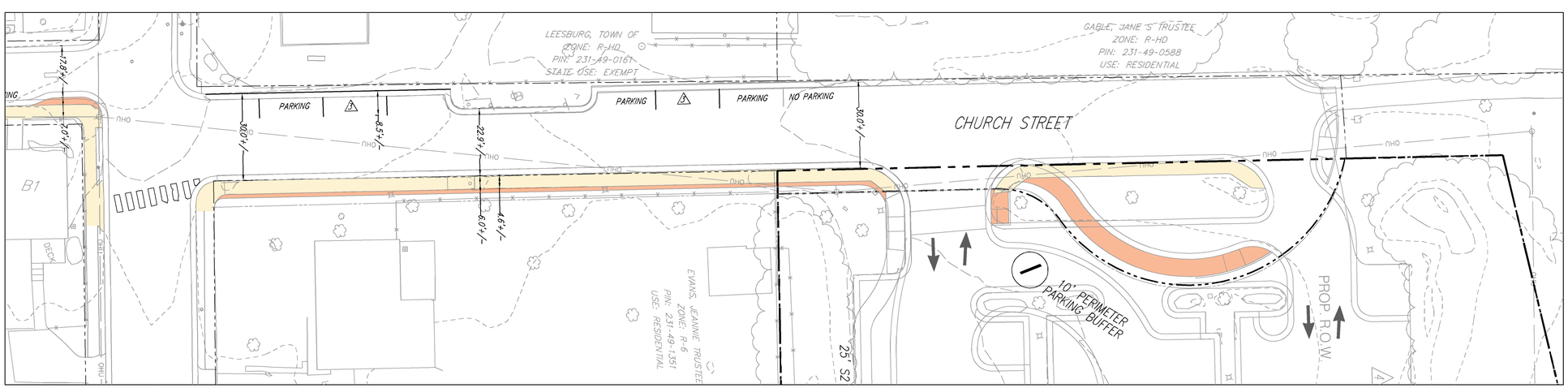
MID CHURCH STREET



POLE DETAIL - PLAN VIEW - 1" = 10'



POLE DETAIL - SECTION VIEW - NTS



NORTH CHURCH STREET

LEGEND

- EXISTING SIDEWALK LIMITS
- PROPOSED SIDEWALK EXPANSION

GENERAL NOTE

1. ROADWAY WIDTHS ARE APPROXIMATE AND SUBJECT TO CHANGE AT FINAL ENGINEERING

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CHURCH STREET IMPROVEMENTS

LOUDOUN COUNTY COURTHOUSE EXPANSION

TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg
Loudoun County, Virginia

Drawn By	RTB
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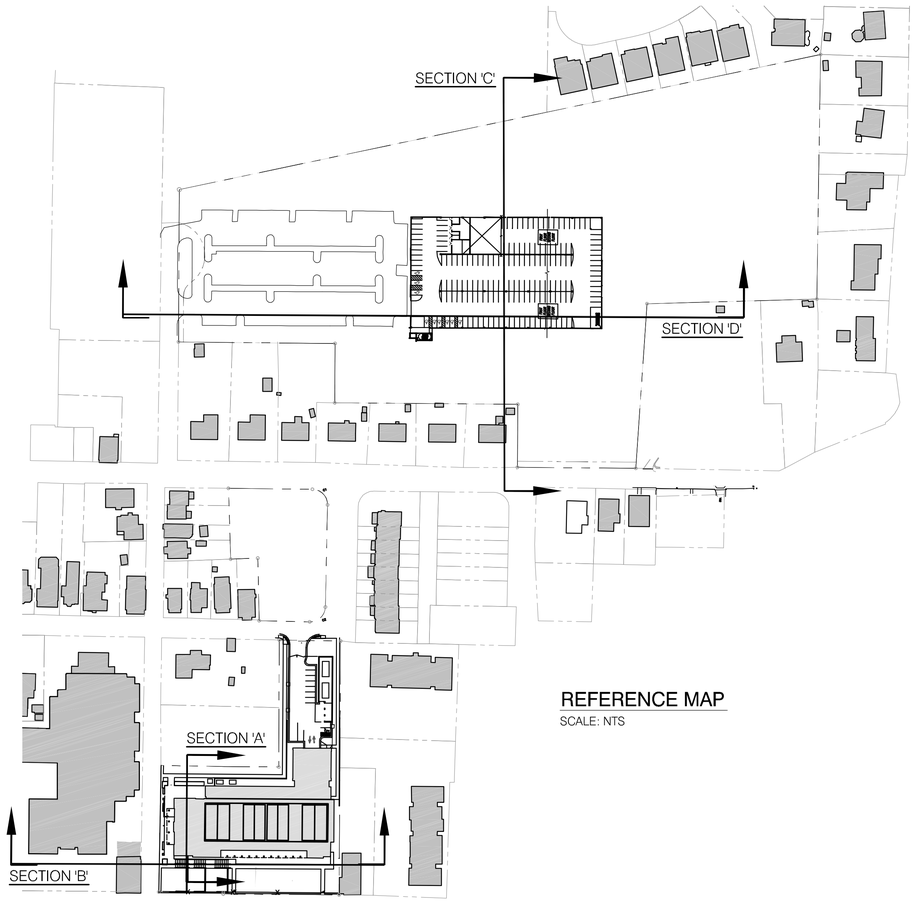
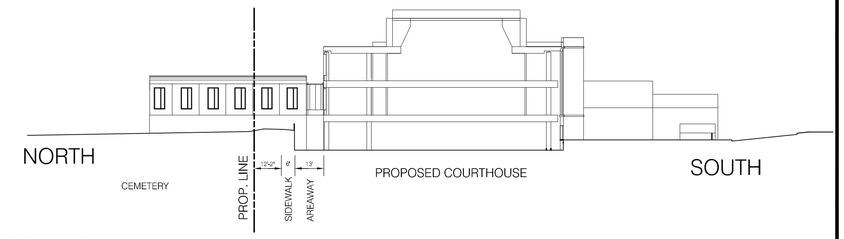
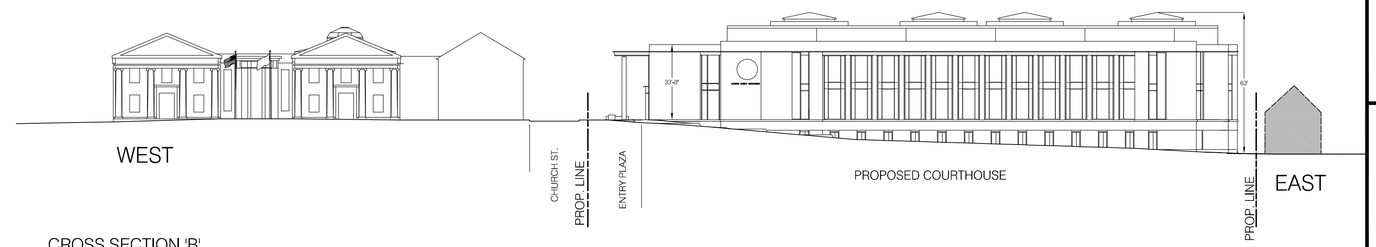


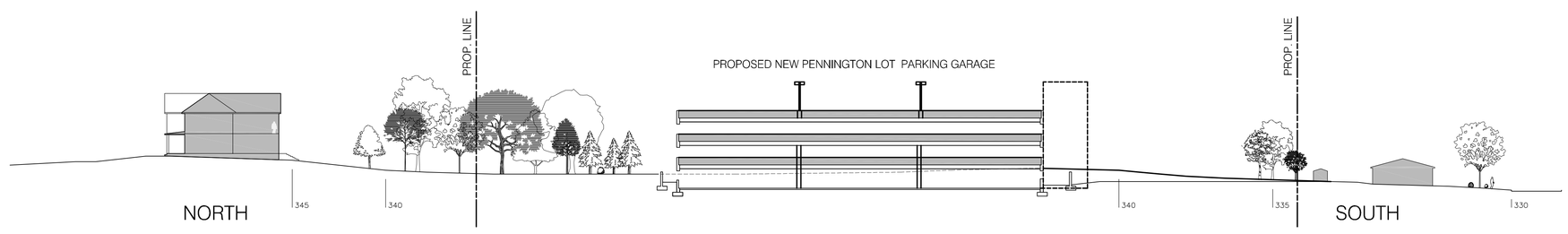
REFERENCE MAP
SCALE: NTS



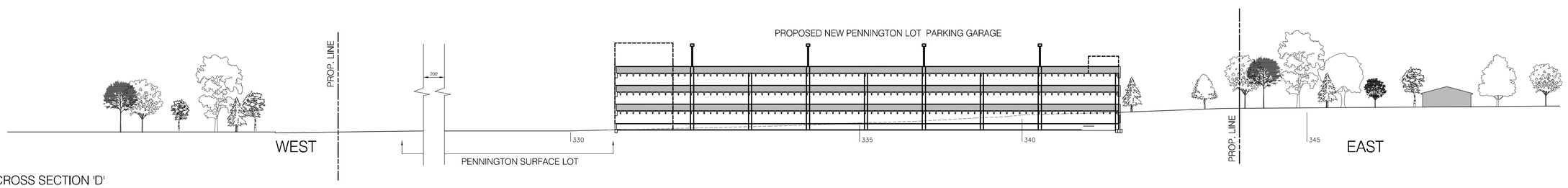
CROSS SECTION 'A'
COURTHOUSE - WESTERN CROSS SECTION
SCALE: 1/32" = 1'



CROSS SECTION 'B'
COURTHOUSE - SOUTHERN CROSS SECTION
SCALE: 1/32" = 1'



CROSS SECTION 'C'
PENNINGTON GARAGE - WESTERN CROSS SECTION
SCALE: 1/32" = 1'



CROSS SECTION 'D'
PENNINGTON GARAGE - SOUTHERN CROSS SECTION
SCALE: 1/32" = 1'

Dewberry
Dewberry & Davis LLC
1503 Edwards Ferry Road, Suite 200, Leesburg, Virginia 20176
Phone 703.771.8004 Metro 703.478.1335 Fax 703.771.4091
www.dewberry.com

CROSS SECTIONS

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	AS NOTED
Sheet	19 of 22
File Number	RZ-144-LC

Plotted: Feb 02, 2016 at 9:06am
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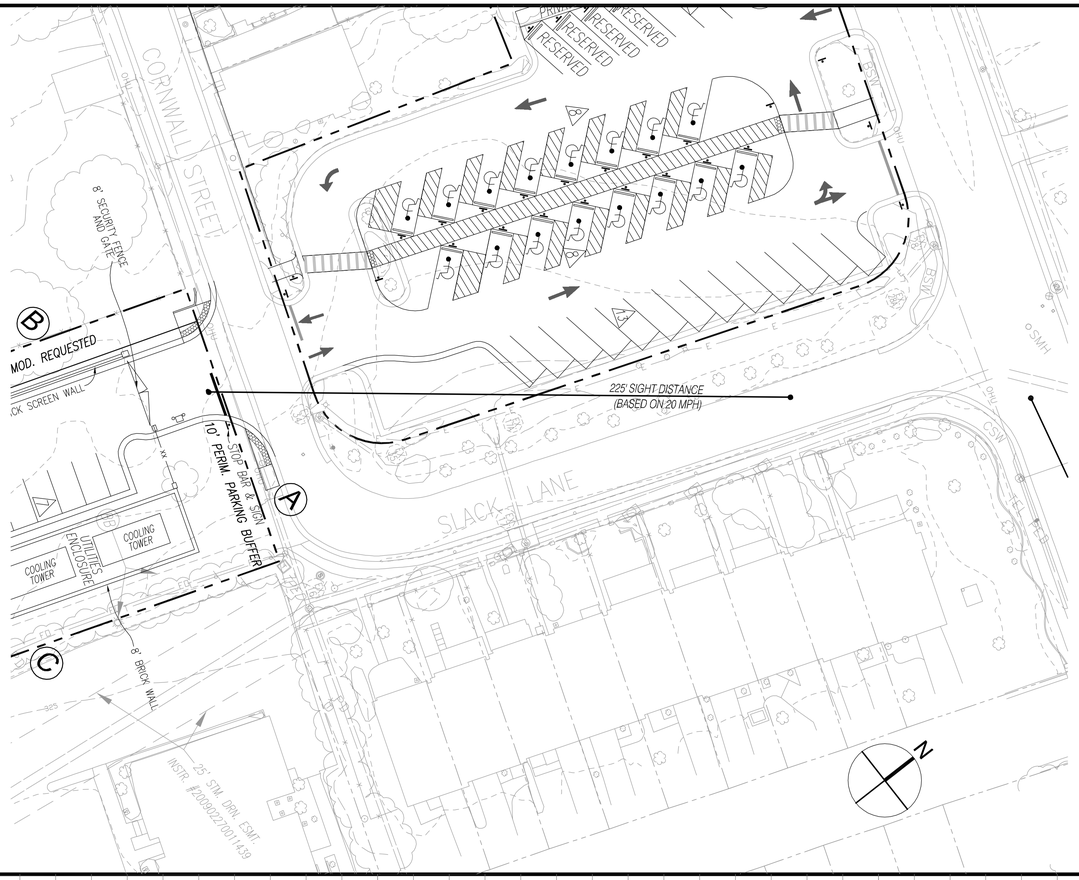

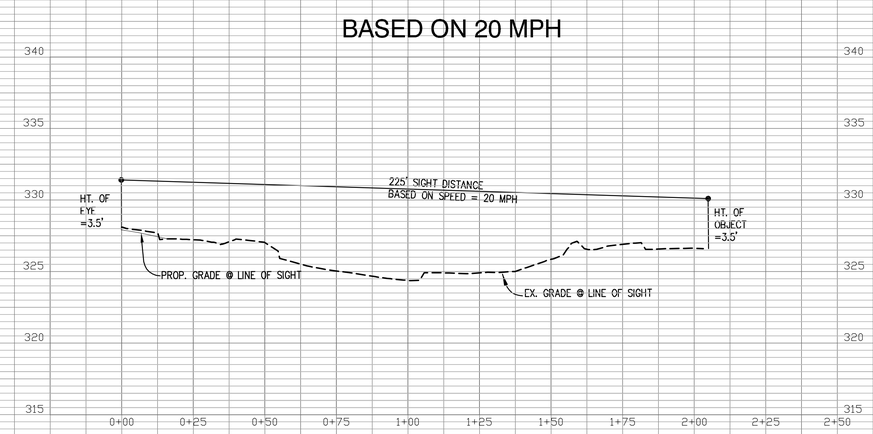

CORNWALL STREET SIGHT DISTANCE

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CORNWALL STREET/
SLACK STREET
SIGHT DISTANCE
PLAN AND PROFILE

LOUDOUN COUNTY COURTHOUSE EXPANSION
TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003
Town of Leesburg Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1"=5' Vert. 1"=25' Hor.
Sheet	20 Of 22
File Number	RZ-144-LC

Plotted: Feb 02, 2016 at 9:03am
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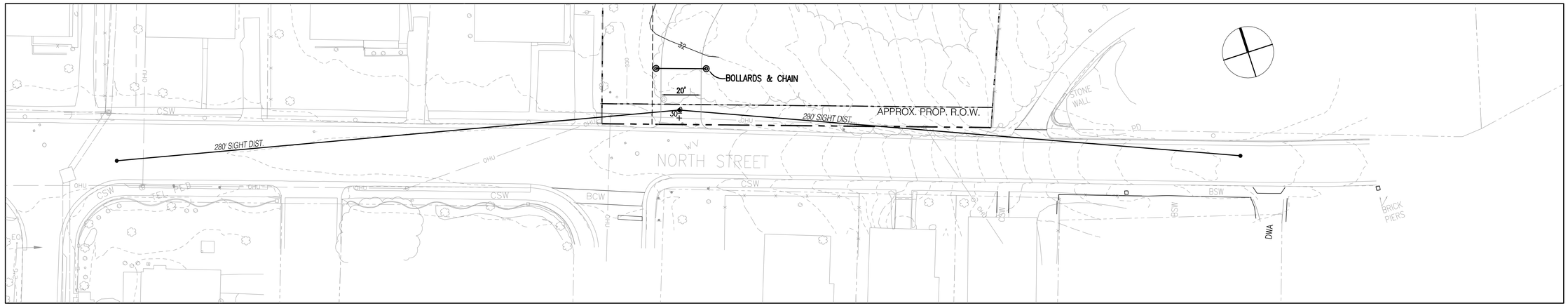
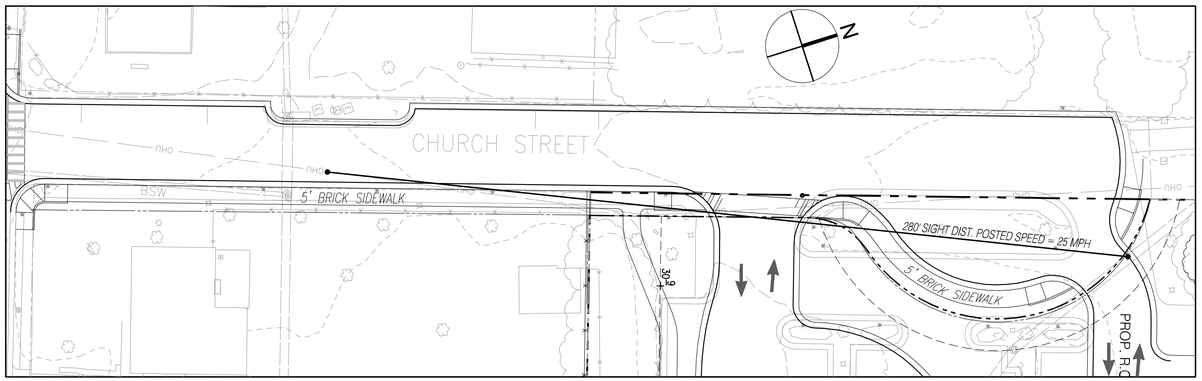
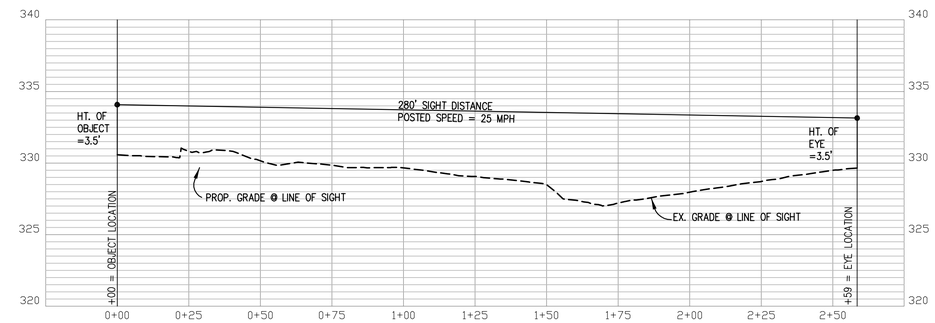
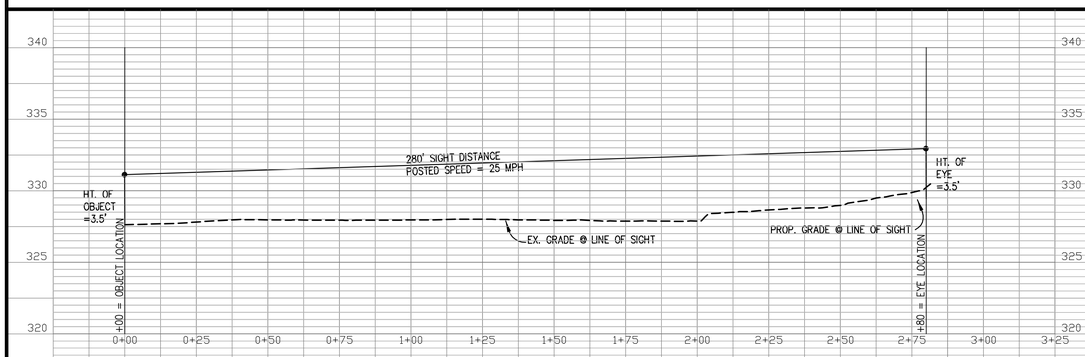






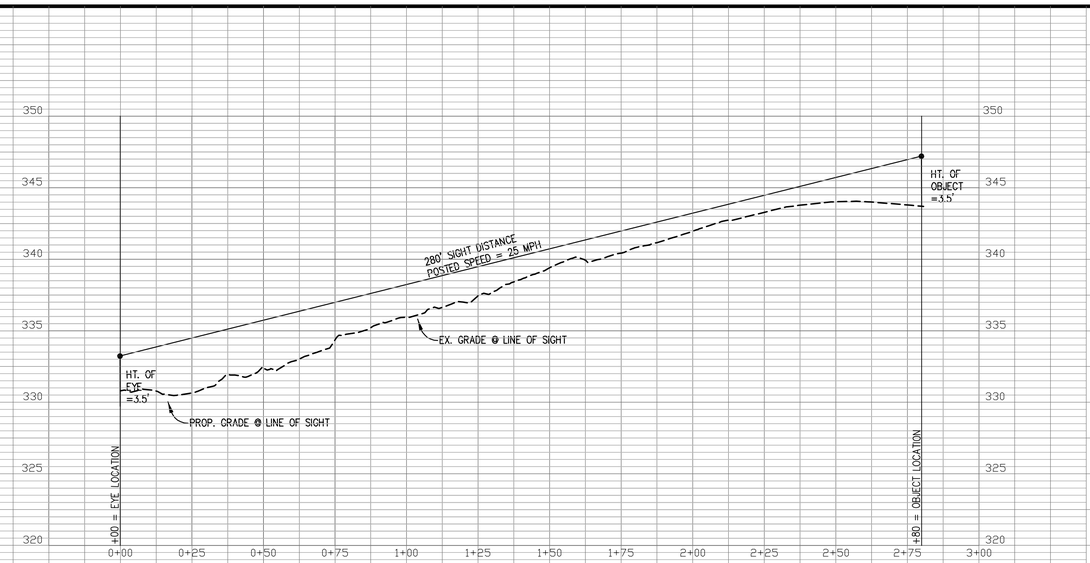
CHURCH STREET SIGHT DISTANCE (SOUTH ENTRANCE)

HORZ. SCALE : 1" = 25'
VERT. SCALE : 1" = 5'



NORTH STREET RIGHT EXIT SIGHT DISTANCE

CHURCH STREET SIGHT DISTANCE (NORTH ENTRANCE)



NORTH STREET LEFT EXIT SIGHT DISTANCE

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NORTH STREET / CHURCH STREET SIGHT DISTANCE PLAN AND PROFILE

LOUDOUN COUNTY COURTHOUSE EXPANSION

TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg, Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1"=5' Vert. 1"=25' Hor.
Sheet	21 of 22
File Number	RZ-144-LC

Plotted: Jan 29, 2016 at 4:23pm
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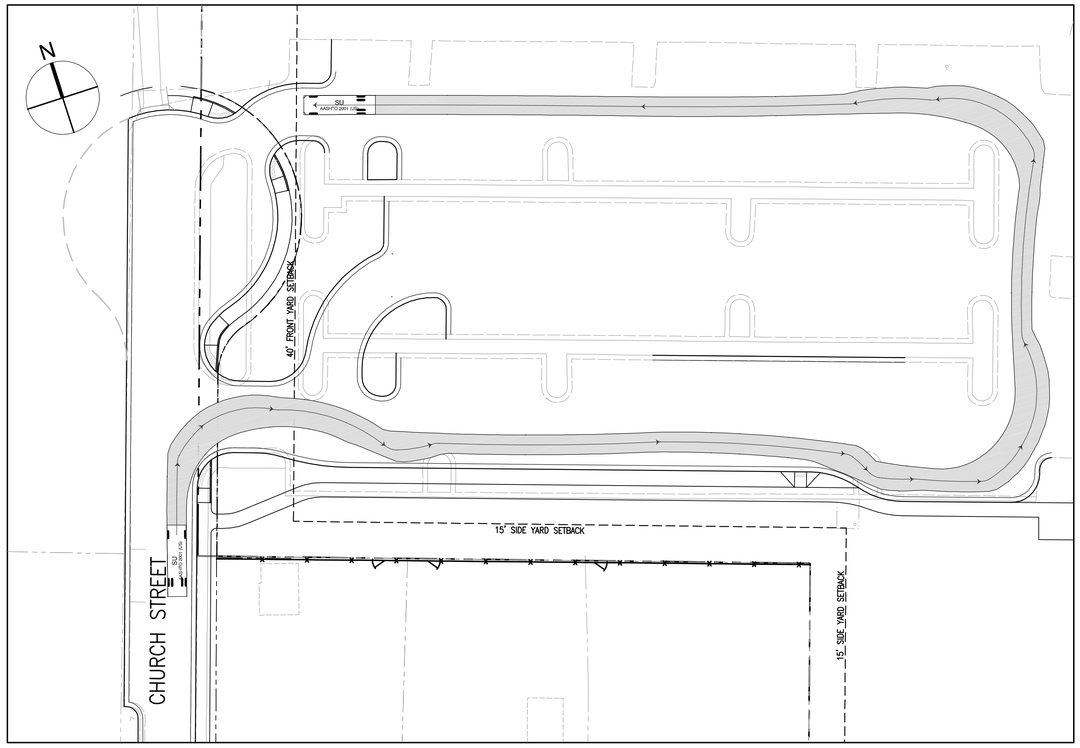
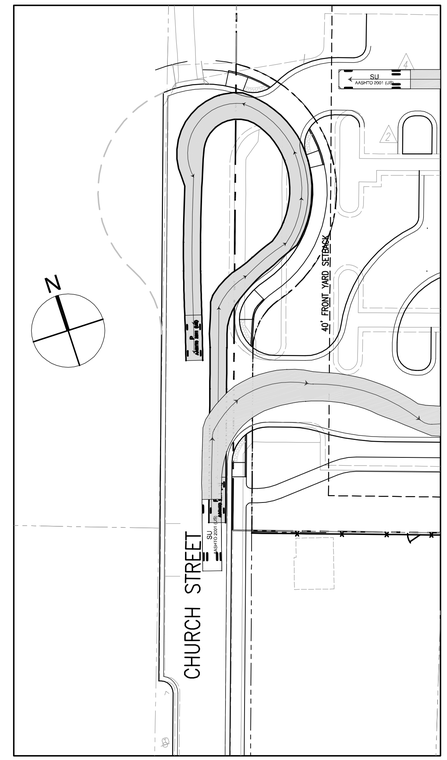
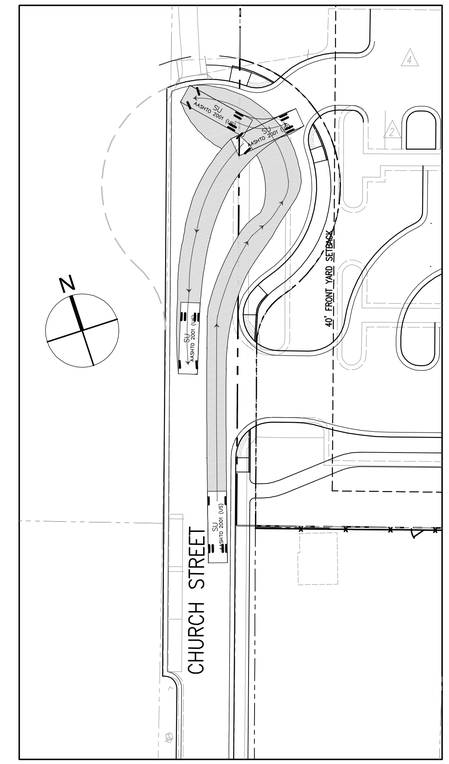


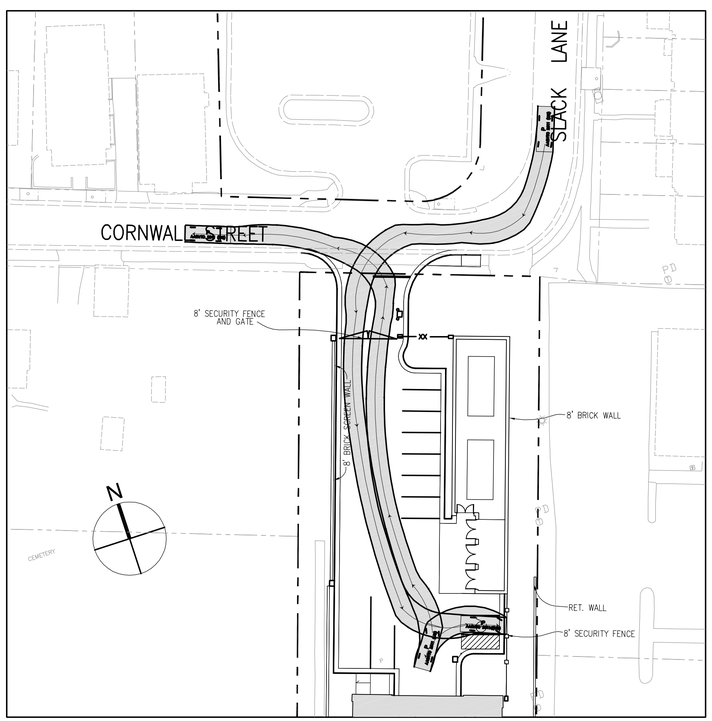
SHUTTLE BUS - SU-30



LARGE CAR - P



SU-30



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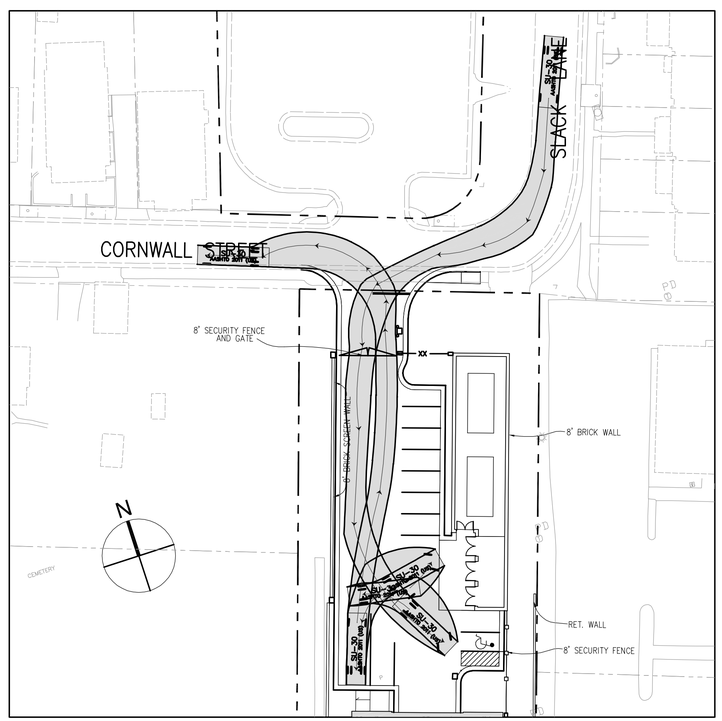
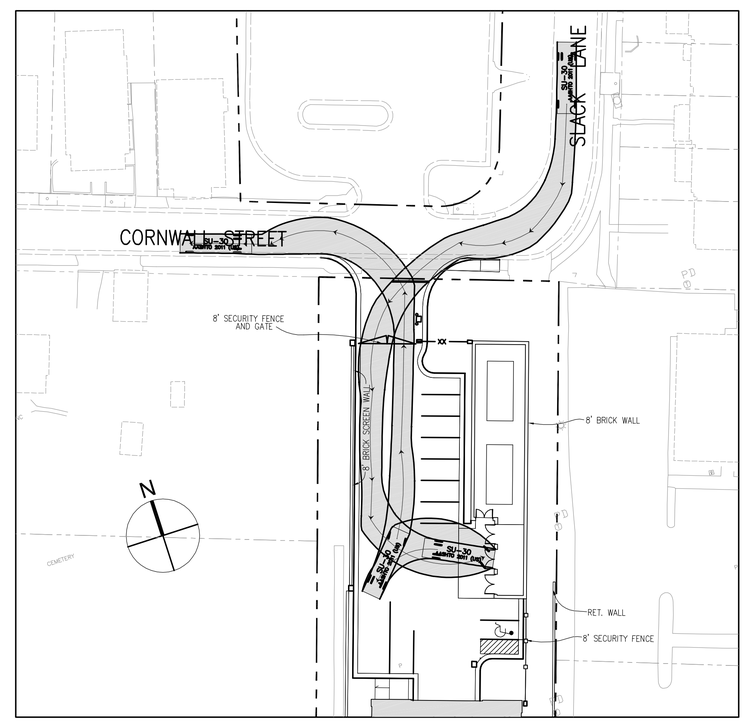


DELIVERY TRUCK SU-30



TRASH TRUCK SU-30

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AUTO-TURN EXHIBIT

LOUDOUN COUNTY COURTHOUSE EXPANSION

TLTA - 2015 - 0001 TLZM - 2015 - 0002
TLZM - 2015 - 0003

Town of Leesburg, Loudoun County, Virginia

Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1" = 30'
Sheet	22 Of 22
File Number	RZ-144-LC

Plotted: Jan 29, 2016 at 4:20pm
Q:\50062915\CAD\Civil\Planning-LA\Deliverables\REZONE 6TH SUBMISSION\22 - Courthouse - AUTO TURN.dwg

PRESENTED: February 9, 2016

ORDINANCE NO._____ ADOPTED: February 9, 2016

AN ORDINANCE: APPROVING CONCEPT PLAN AND PROFFER AMENDMENT TLZM 2015-0002, LOUDOUN COUNTY COURTHOUSE EXPANSION TO ALLOW A 92,000 SQUARE FOOT COURTS EXPANSION AT 2 CHURCH STREET NORTHEAST.

WHEREAS, an application to amend TLZM 1998-0155 has been filed by The Loudoun County Department of Transportation & Capital Infrastructure on behalf of the Loudoun County Board of Supervisors for a concept plan and proffer amendment to allow a 92,000 s.f. courthouse and associated improvements at 2 Church Street NE, Leesburg Virginia 20176; and

WHEREAS, a duly advertised Planning Commission public hearing was held on January 7, 2016; and

WHEREAS, at their meeting of January 28, 2016 the Planning Commission recommended approval of this application to the Town Council; and

WHEREAS, the Town Council held a duly advertised public hearing on this application on February 9, 2016; and

WHEREAS, staff recommends approval; and

WHEREAS, the Council has concluded that the approval of the application would be in the public interest and in accordance with sound zoning and planning principles.

THEREFORE, ORDAINED by the Council of the Town of Leesburg in Virginia:

A RESOLUTION: APPROVING CONCEPT PLAN AND PROFFER AMENDMENT TLZM 2015-0002, LOUDOUN COUNTY COURTHOUSE EXPANSION TO ALLOW A 92,000 SQUARE FOOT COURTS EXPANSION AT 2 CHURCH STREET NORTHEAST.

SECTION 1. The Rezoning Concept Plan and Proffer Amendment TLZM-2015-0002, Loudoun County Courthouse Expansion, is approved subject to the proffers last dated February 3, 2016; and

SECTION 2. The property shall be developed in substantial conformance with the concept development plan prepared by Dewberry, dated February 5, 2015 and last revised on February 3, 2016; and

SECTION 3. Severability: If a court of competent jurisdiction declares any provision of this ordinance invalid, the decision shall not affect the validity of the ordinance as a whole or any remaining provisions of this ordinance; and

SECTION 4. This ordinance shall be in effect upon its passage.

PASSED this 9th day of February, 2016.

_____
Kelly Burk, Vice Mayor
Town of Leesburg

ATTEST:

_____
Clerk of Council