

Sec. 7.10 Crescent Design (CD) District

7.10.1 Description

- A. Purpose.** The purpose of the Crescent Design District is to implement the Town Plan and the Crescent District Master Plan by doing the following:
1. Set the stage for the long-term redevelopment of the District in an urban pattern and form.
 2. Provide community stakeholders a reasonable expectation of how the District will look and function in the future.
 3. Create a District that respects the character of Leesburg's historic downtown while providing a transition to more automobile-oriented parts of the community.
 4. Develop a setting for a true mixture of uses that recognizes Leesburg's role as a center of retail, office, and residential uses for Loudoun County.
- B. Goals.** The Crescent Design District provides specific standards to achieve the following:
1. Develop a fully integrated, mixed-use, pedestrian-oriented environment with buildings that contain commercial, residential and office uses.
 2. Create a synergy of uses within the Crescent Design District to support economic development and redevelopment in accordance with the recommendations of the Town Plan and the Crescent District Master Plan.
 3. Minimize traffic congestion, inefficient surface parking lots, infrastructure costs and environmental impacts by promoting a compact, mixed-use, pedestrian-friendly district.
 4. Regulate building height and placement to achieve appropriate scale along streetscapes and ensure proper transition to nearby residential neighborhoods.
 5. Establish clear controls on building form and placement to frame a well-defined public realm comprised of human-scale streets, neighborhoods and public spaces, all of which contribute to creating a safe, comfortable and livable environment.

7.10.2 Applicability

- A. District Established.** The form-based Crescent Design District is hereby established on the Official Zoning Map under authority of Section 15.2-2306 of the Code of Virginia, 1950, as amended, to be known as the Crescent Design (CD) District. The CD District is hereby designated as an architectural control district, as authorized in the Town Charter amendment dated January 29, 2007.
- B. Provisions not addressed.** All provisions of the Zoning Ordinance not specifically addressed by the provisions of the CD District shall be applicable.
- C. Conflict with Zoning Ordinance Regulations.** The provisions of the CD District, when in conflict with other articles of the Zoning Ordinance, shall take precedence.
- D. Architectural Overlay District Applicability**
1. **H-1 District Applicability.** The H-1, Overlay, Old and Historic District regulations, guidelines and approval requirements shall apply in the CD District to those properties designated H-1.
 2. **H-2 District Applicability.** The H-2, Historic Corridor Architectural Control Overlay District regulations, guidelines and approval requirements shall not apply in the CD District.

- E. Floodplain and Creek Valley Buffer.** All provisions of Article 13 Flood Protection and all provisions of Article 14 Creek Valley Buffer relating to Tuscarora Creek shall apply to property within the CD District.
- F. Proffered Rezonings.** Properties subject to proffered rezonings approved prior to the effective date of this section shall comply with the approved rezoning. However, the property owner may apply for a new rezoning consistent with the CD District regulations.
- G. Applicability.** Except for existing proffered rezonings as noted above, new uses, structures, and lots and streets that are created after the effective date of this section shall be subject to the requirements of the CD District.
- H. Development Application Standards.** Development applications within the CD District shall follow:
- 1. By-Right Applications.**
 - a. Requirements.** For subdivision and site plan applications, the approval process requirements and the required contents of Divisions 2 and 3 of the Subdivision and Land Development Regulations. In addition, the required contents of site plans shall include information necessary for the Zoning Administrator to ensure compliance with Secs. 7.10.5 Site Requirements; 7.10.6 Building Type Specifications; 7.10.7 Building Material and Other Requirements; 7.10.11 Streetscape Requirements; and 7.10.12 Modifications.
 - b. Pre-Application Conference.** Prior to filing an application, the applicant shall meet with representatives from the Department of Plan Review and the Department of Planning and Zoning to discuss the requirements and nature of the proposal. For this conference, the applicant must provide a sketch plan of the proposed use drawn to scale, showing the general layout of the development and the relationship of the surrounding area. This sketch plan shall be submitted at least a week before the date of the pre-application conference. The results of the meeting shall be documented and distributed to the applicant and participating staff.
 - 2. Legislative Applications.** For special exception or rezoning applications, the applicable requirements of Article 3 Review and Approval Procedures shall be followed.
- I. Nonconformities.** Existing uses, structures (other than signs, walls and fences) and lots that do not conform to the requirements of the CD District shall be subject to the regulations of Article 16 Nonconformities, except that the following provisions shall apply instead of Sec. 16.3 Nonconforming Structures:
- 1. Expansion.** Any expansion of a nonconforming structure greater than 10% of the gross area of the existing building shall require the entire structure to meet the requirements of the CD District. For the purposes of this section:
 - a.** Only one expansion of each nonconforming structure up to 10% of the gross area of the existing building shall be permitted. Any subsequent expansion shall require compliance with the CD District regulations.
 - b.** Any expansion up to the ten percent (10%) threshold shall implement the intent of the CD District.
 - c.** Façade alterations to existing buildings or expansions that comply with the Required Build-to Line shall also comply with building elements specifications of Sec. 7.10.6 Building Type Specifications and Sec. 7.10.7 Building Material and Other Requirements.
 - d.** Repair and maintenance work shall be exempt without regard to Sec. 7.10.1.1, above; such exempt activities include roof replacement, window replacement and maintenance, mechanical and electrical upgrades, interior fit out (tenant improvement work), parking

resurfacing and other site work, such as stormwater improvements, landscaping, and site amenities.

2. **Destruction.** A structure destroyed by any means other than accidental fire or act of God shall be replaced only by a structure that conforms to the requirements of the CD District. A structure damaged by accidental fire or act of God to an extent less than fifty percent (50%) may be rebuilt to its original nonconforming condition, provided such condition conforms to the requirements of Article 13 Flood Protection and is rebuilt within two years of the date of the accidental fire or act of God. However, if the nonconforming building is in an area under a federal disaster declaration and the building has been damaged or destroyed as a direct result of conditions that gave rise to the declaration, then the zoning ordinance shall provide for an additional two years for the structure to be rebuilt.

7.10.3 Overview of Crescent Design District Regulations

A. Crescent Design District Map. The CD District Map (see Sec. 7.10 Appendix A) and related regulations of this section shall control land development within the CD District.

1. **Use Areas.** The CD District Map divides the District into the following ~~nine (9)~~ **eight (8)** areas or sub-districts zoned for specific uses. Each of these sub-districts is detailed in Sec. 7.10.9 Use Area Regulations:

- a. **Residential Medium Density (CD-RM):** intended for residential only and designated as medium residential density by right.
- b. **Residential High Density (CD-RH):** intended for residential only and designated as high residential density by right.
- c. **Residential Mixed Use (CD-RMU):** primarily residential with a minimum of fifty percent (50%) of gross ground floor area devoted to commercial uses.
- d. **Commercial (CD-C):** primarily commercial (office and retail) with the possibility for residential uses on the third (3rd) floor and above.
- e. **Optional Mixed Use Commercial (CD-OMUC):** primarily commercial but free-standing high density residential permitted as an option in rezoning.
- ~~f. **Employment (CD-E):** all commercial—no residential allowed.~~
- f. **Institutional (CD-I):** recognizes existing public institutional uses.
- g. **Open Space/MUC Option (CD-OSO):** Intended for park or open space based on existing uses and environmental features including extensive floodplain. However, can be rezoned as an option using the Commercial (CD-C) category.
- h. **Open Space (CD-OS):** Recognizes existing open space areas (W&OD Trail and Town parks) and future open space areas that due to floodplain or current use should not be developed. This designation on the CD District Map does not preclude other land from being used as open space, whether public or private, in all other areas of the CD District, subject to applicable frontage and use requirements.

2. **Lots.** In the CD District the development of lots shall comply with Sec. 7.10.4 Dimensional Standards and Sec. 7.10.5 Site Design Requirements.
 3. **Buildings.** Buildings in the CD District shall comply with Sec. 7.10.6 Building Type Specifications and Sec. 7.10.7 Building Material and Other Requirements.
 4. **Signs.** In the CD District signs shall comply with Article 15 Sign Regulations.
 5. **Uses.** In the CD District uses shall comply with Sec. 7.10.9 Use Area Regulations.
- B. Building Heights Map.** The CD District Building Heights Map, (see Sec. 7.10 Appendix B) and related regulations of this section shall control the heights of buildings within the CD District.
1. **Height Zones.** The Building Heights Map divides the CD District into the six (6) height zones listed below:
 - a. 2/2: Two Stories allowed By-Right and Two Stories maximum.
 - b. 2/5: Two Stories By-Right/and up to Five Stories per Rezoning.
 - c. 3/3: Three Stories By-Right and Three Stories maximum.
 - d. 3/4: Three Stories By-Right and up to Four Stories per Rezoning.
 - e. 3/5: Three Stories By-Right and up to Five Stories per Rezoning.
 - f. Intersection Building Nodes where a minimum of Three Stories are required.
 2. **Buildings.** For the building height zones designated on the CD District Building Heights Map, buildings shall comply with Sec. 7.10.8 Height Zones.
- C. Streetscape.** Sec. 7.10.11 Streetscape Requirements shall control improvements to streets and alleys within the CD District.

7.10.4 Siting Specifications

- A.** The following table outlines the siting specifications for areas delineated on the CD District Map.

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	Residential Frontage	Commercial or Mixed Use Frontage
Required Build-to Line	A minimum of 66% of the frontage length shall be occupied by principal building facades along the Required Build-to Line, as listed in Sec. 7.10.4.C.	A minimum of 75% of the frontage length shall be occupied by principal building facades along the Required Build-to Line, as listed in Sec. 7.10.4.C.
Side Yard	See applicable Density/Intensity and Dimensional Standards of Sec. 7.10.9.	See applicable Density/Intensity and Dimensional Standards of Sec. 7.10.9.
Rear Yard	<ul style="list-style-type: none"> See applicable Density/Intensity and Dimensional Standards of Sec. 7.10.9. There shall be no rear yard setback requirement from parking structures. 	<ul style="list-style-type: none"> See applicable Density/Intensity and Dimensional Standards of Sec. 7.10.9. There shall be no rear yard setback requirement from parking structures.
Parking and Loading Areas	<ul style="list-style-type: none"> Parking shall be permitted in the rear yard and the side yard behind the Parking Setback Line, as listed in Sec. 7.10.4.C. Off-street parking shall not be permitted in the front yard. 	<ul style="list-style-type: none"> Parking shall be permitted in the rear yard and the side yard behind the Parking Setback Line, as listed in Sec. 7.10.4.C. Off-street parking shall not be permitted in the front yard. Loading shall be permitted only in the rear yard or internal loading bays not visible from the street.

	Residential Frontage	Commercial or Mixed Use Frontage
Garages and Accessory Buildings	<ul style="list-style-type: none"> Attached garages shall have doors for automobiles that do not face the street. Attached garages shall meet the dimensional requirements of the principal building. Accessory buildings, including detached garages, shall be located only in the rear yard. Accessory buildings shall be setback a minimum of 3 feet from the rear and side lot lines. Garages and parking structures with vehicular access onto alleys shall be set back from the alley easement by at least 3 feet. Accessory buildings shall be separated a minimum of 10 feet from the principal building, unless otherwise permitted by the building code. Accessory buildings shall meet the requirements of Sec. 7.10.6.L <u>Accessory Buildings</u>. Parking structures shall comply with the requirements of Sec. 7.10.6.K <u>Parking Structures</u>. Accessory structures, where applicable, shall comply with the requirements of Secs. 7.10.4.G <u>Buildings on Lots Abutting Residences</u> and H. <u>Structures on Lots Abutting the Public Open Space</u>. 	<ul style="list-style-type: none"> Attached garages shall have doors for automobiles that do not face the street. Attached garages and parking structures shall meet the dimensional requirements of the principal building. Accessory buildings, including detached garages, shall be located only in the rear yard. Accessory buildings shall be setback a minimum of 3 feet from the rear and side lot lines. Garages and parking structures with vehicular access onto alleys shall be set back from the alley easement by at least 3 feet. Accessory buildings shall be separated a minimum of 10 feet from the principal building unless otherwise permitted by the building code. Accessory buildings shall meet the requirements of Sec. 7.10.6.L <u>Accessory Buildings</u>. Parking structures shall comply with the requirements of Sec. 7.10.6.K <u>Parking Structures</u>. Accessory structures, where applicable, shall comply with the requirements of Secs. 7.10.4.G <u>Buildings on Lots Abutting Residences</u> and H <u>Structures on Lots Abutting the Public Open Space</u>.

B. Open Space. There shall be no lot size or setback requirements for lots designated Open Space on the CD District Map. The siting of improvements on a lot designated Open Space shall be appropriate for the natural features of the site and existing and planned uses in the vicinity of the Open Space lot.

C. Required Build-to Line and Parking Setback.

1. The Required Build-to Line and the Parking Setback Line shall be interpreted to be parallel to the street at a specified distance measured from the centerline of the street, as follows:

Street Type	Building Types Required Build-to Line		Parking Setback Minimum
	Minimum	Maximum*	
Urban Boulevard	48 ft.	58 ft.	68ft.
General Urban**	35 ft.	45 ft.	55 ft.
Residential/Optional	30 ft.	40 ft.	50 ft.

*When modified by the Zoning Administrator in accordance with Sec. 7.10.12.A.1.

**Includes all existing streets except Market and Catoclin.

2. Porches, stoops, steps, accessible ramps and other projections as established in Sec. 7.10.7.C may project forward of the Required Build-to Line within the yard/stoop area shown on the street cross sections contained in Sec. 7.10.11.A Streetscape Requirements.
 3. Parking may be located forward of the rear yard for all Residential, Commercial or Mixed Use buildings, in the following instances:
 - a. Surface parking may be located in a side yard to the rear of the Parking Setback specified in Sec. 7.10.4.C.1, provided it is located behind a minimum 5-foot tall brick or stone wall that is constructed along the Required Build-to Line. The street wall may be interrupted for vehicle or pedestrian accessways.
 - b. Parking structures that comply with Sec. 7.10.6.I Parking Structures.
 4. Parking setbacks for lots immediately abutting public or private open space shall comply with the following:
 - a. For lots with front lines immediately abutting public or private open space, parking lots shall be set back behind the front façade of the principle building a distance equal to at least half the depth of the building. The buffer and screening required by Sec. 7.10.5.D.1 Parking Lot Landscaping may be located within that setback.
 - b. For lots with side or rear lines immediately abutting a public or private open space, or public open space or institutions outside of the CD District, parking lots shall be set back at least 20 feet. The buffer and screening required by Sec. 7.10.5.D.1 Parking Lot Landscaping may be located within that setback.
- D. Exemptions from the Building Frontage Requirement.** The Required Build-to Line specified in this section does not apply to the following situations:
1. Buildings that are located on the rear portion of a site behind other buildings complying with the Required Build to Line of Sec. 7.10.4.C Required Build-to Line and Parking Setback.
 2. Civic/institutional buildings complying with Sec. 7.10.6.H. Civic and Institutional Buildings.
 3. Lots with front lot lines immediately abutting open space that are deemed acceptable for this exemption by the Zoning Administrator, based upon:
 - a.) the appropriateness of the design of the open space for the vicinity;
 - b.) the total square footage of the open space;
 - c.) hardscaping, landscaping and other amenities; and
 - d.) the finding that the open space does not subvert the intent of the Required Build-to Line.
 4. Portions of lots that are not proposed to be developed and will remain as open space or reserved for future development in accordance with Sec. 7.10.4.E. Phased Development.
- E. Modification of the Building Frontage Requirement.** The Building Frontage Requirement may be reduced through a modification approved by the Zoning Administrator to no less than fifty percent (50%) when:
1. Building as Screen. The proposed building has an “L” shape with the set back portion of the building used to provide open space.
 2. Open Space Provided. The area of the Building Frontage Requirement that would have been occupied by the building itself shall be provided as public or private open space to a depth of at least 10 feet from the Required Build-to Line.

F. Phased Development. Certain requirements may be postponed to a later phase in a phased development, as stipulated by the Town Council in the case of a rezoning, or by the Zoning Administrator in the case of a Site Plan or Preliminary Subdivision Plat.

1. **Phasing Plan.** At the time of application, the property owner shall submit a Concept Plan, Site Plan or Preliminary Subdivision Plat that demonstrates how development shall meet requirements for required build-to lines, street walls, and parking. The Concept Plan, Site Plan or Subdivision Plat shall indicate locations for proposed and future buildings, parking, circulation, landscaping, and other features fully complying with CD District regulations.
2. **Principal Street.** The initial building of a phased development plan shall address the required build-to line of the principal abutting street.
3. **Streetwall.** Based on the location of off-street parking, the Phased Development Plan, and existing development on adjacent properties, the requirement for a streetwall in the side yard may also be phased.

G. Buildings on Lots Abutting Residences. Where a lot is located on the perimeter of the CD District immediately abutting a residential zoning district or is located anywhere in the CD District and immediately abuts a lot containing a single-family detached residential building, the principal building and parking structure on such lot shall be set back from the property line by a distance at least equal to the height of the building or structure. The buffers and screening required by Sec. 7.10.5.D.2 Buffers and Screening may be located within that setback.

H. Structures on Lots Abutting the Public Open Space. Principal and accessory buildings and parking structures constructed on lots that share a side or rear lot line with Public Open Space shall be set back from the property line a distance at least equal to the height of the building or structure. However, for principal buildings and parking structures proposed at the Required Build-to Line of Catocin Circle, Harrison Street or the urban boulevard, the setback from the Public Open Space shall be at least 20 feet.

7.10.5 Site Requirements

A. Parking. Each use shall be required to provide off-street parking in accordance with the requirements of Article 11, except as follows:

1. **Maximum Number of Spaces.** The parking requirements of Sec. 11.3 Number of Parking Spaces Required shall not be exceeded except when parking spaces are located in a parking structure. A modification of this regulation may be granted by the Zoning Administrator where it can be demonstrated that the provision of additional parking spaces benefits other properties and the intent of the CD District is not compromised.
2. **On-Street Spaces Credit.** On-street parking spaces located along the frontage of a lot on its side of the street shall be credited towards meeting the parking requirements for the uses on that lot. Such spaces shall not be reserved for the exclusive use of patrons or occupants of the lot but shall be available to the public.
3. **Shared Parking for Nonresidential Uses.** See Sec. 11.4.2 Shared Parking (Joint Use). A walkway(s) is required from the shared parking area to the sidewalk(s) along abutting street(s) that front the principal buildings served by the parking area.
4. **Shared Parking for Mixed Uses.** See Sec. 11.4.5 Shared Parking (Mixed Use).

B. Bicycle Facilities. All parking structures and parking lots shall provide sufficient bike parking based on a minimum of one (1) bike space for every 10 automobiles up to a maximum of 10 bike spaces. Wherever possible, such bicycle parking shall be located with visibility by on-site security personnel, building occupants or the general public; with convenient pedestrian access to the sidewalk; and with shelter from inclement weather.

- C. Loading.** Off-street loading spaces shall be provided meeting all requirements of Sec. 11.9. Number of Off-Street Loading Spaces Required except that no more than one (1) loading space shall be required for each use and multiple uses may share a loading space as provided for in Sec. 11.10.1 Shared Loading Spaces. Waivers of loading space requirements may also be granted in accordance with Sec. 11.10.2 Waiver/Modification of Loading Space Requirements.
1. **Off street loading** shall not be visible from the street. Loading areas not within loading bays shall be screened from any adjacent use by a 6 foot tall brick wall.
 2. **On-street loading spaces** located along the block frontage within 300 feet of the use may be credited towards meeting the loading requirements for that use. Such spaces shall not be reserved for the exclusive use of the lot but shall be available to all other uses on the block frontage. Right-of-way permits shall be obtained from the Town for all on-street loading spaces.
- D. Landscaping and Screening.** Landscaping and screening shall be provided for in accordance with Article 12 Tree Preservation, Landscaping, Screening, Open Space and Outdoor Lighting, as follows:
1. **Parking Lot Landscaping.** Parking lots in the CD District are exempt from the requirements for perimeter and interior parking lot landscaping of Secs. 12.5 and 12.6, except as noted in the following paragraphs.
 - a. Along a lot with a side or rear lot line, a planting buffer a minimum of five feet (5') in width excluding vehicle overhang at least one medium canopy or understory tree for every 35 feet of shared lot line and at least one shrub, having a minimum height of 18 inches, for every 4 feet of shared lot line shall be provided on the perimeter of the parking lot. Alternatively, a 5-foot tall brick screening wall with a 5-foot wide landscape buffer yard and shrubs planted as stated above along the outside of the wall may be substituted for the landscaped setback.
 2. **Buffers and Screening.** Sec. 12.8 Buffers and Screening requirements shall apply to the CD District, as follows:
 - a. **Where Required.** A site located inside the perimeter of the CD District which immediately abuts a residential zoning district outside of the CD District shall be required to meet the requirements of Sec. 12.8 Buffers and Screening or provide a twenty-foot (20') buffer, whichever is less. A modification of this regulation may be granted by the Zoning Administrator when it can be adequately demonstrated that sufficient screening to meet the intent of Sec. 12.8 has been provided through architectural and site design techniques.
 - b. **Waste/Recycling Receptacles.** Waste/recycling receptacles shall not be visible from the street and shall be located in the rear yard or internal to the building. Outside waste/recycling receptacles shall be enclosed by a 6-foot tall wall constructed of brick or other masonry material matching the primary building material that meets the requirements of Sec. 12.8.8 Dumpster Screening.
 - c. **Ground-mounted Mechanical Equipment.** Ground-mounted and mechanical equipment shall be located in the side or rear yard. Screening shall be required for any ground-mounted mechanical equipment in the form of a brick or other masonry wall or shrub plantings that obscure visibility of the equipment from any street, plaza, green or park. The use of roof-mounted mechanical equipment is the preferred alternative screened in accordance with Sec. 7.10.6.M Mechanical Equipment.
 3. **Twenty-year Tree Canopy.** The tree canopy requirements of Sec. 12.3 Twenty Year Tree Canopy Requirements shall apply to the CD District; a minimum 10% tree canopy shall be

required in the CD District. Street trees and trees in bump outs in parking lanes along a property's frontage qualify toward the tree planting credit of Sec. 12.3.2 Calculations and Exceptions.

- E. Outdoor Lighting.** The requirements of Sec. 12.11 Outdoor Lighting shall apply, except that light poles shall be no higher than fifteen feet anywhere within the CD District.
- F. Modifications.** An applicant may seek modifications to the design requirements of this section in accordance with Sec. 7.10.12.B Modifications Requiring Planning Commission or Town Council Approval.
- G. Useable Open Space/Amenity Area.** This section is intended to provide appropriate open space and amenity areas for each development within the CD District. The requirements of this section permit flexibility in order to provide uniquely designed spaces that enhance the character and provide meaningful, useable open areas within the CD District.
- a. Useable Open Space Definition: For the purpose of the CD District, useable open space shall be considered as any natural or landscaped area consisting of at least 500 square feet which is integrated within the design of the development.
 - b. Amenity Area definition: For the purpose of the CD District, amenity areas shall be considered as landscaped or hardscaped areas of at least 500 square feet which are integrated within the design of the development.
 - c. Applicability:
 1. Residential Development: For developments that include 25 or more dwelling units, useable open space and or outdoor amenity areas are required. However, all residential development is encouraged to provide useable open space.
 2. Commercial Development: All commercial development shall include a minimum of five percent (5%) of the gross floor area of buildings within the development as useable open space or amenity area.
 - d. Examples include but are not limited to:
 1. Greens
 2. Squares
 3. Plazas
 4. Pocket Parks which must include:
 - i. Bench(s); and
 - ii. Shade Trees
 5. Playgrounds, containing a minimum of three (3) different activities.
 6. Green roofs, up to 50% of the required area.
 7. Developers Option, other forms of open space or amenity areas which demonstrate to the satisfaction of the Zoning Administrator that the intent of the section has been satisfied.
 - e. Exclusions: the following elements are excluded as useable open space or amenity areas:
 1. Required buffer yards.
 2. Area of steep slopes or slopes greater than 4:1.
 3. Structural stormwater management devices.

7.10.6 Building Type Specifications

This section outlines the building design requirements for the Crescent Design (CD) District. Building design in the CD District is intended to reflect and incorporate traditional architectural design elements found in Leesburg's Downtown. The intent is not to require a specific style, but to ensure compatibility in architectural character as development transitions away from the Old and Historic District. Generally, buildings closer to the Old and Historic District should reflect the historic

architectural character of the Old and Historic District, with more flexibility in architectural character and design allowed farther away. Flexibility within this described range shall be considered for features such as roof pitch, ratio of windows to walls, massing, scale, building materials, color and proportions, alignment and rhythm of façade elements. The number of these features which may be adjusted on any one building shall also be considered when determining acceptable flexibility.

- A. Building Typology.** Buildings are organized into the following general categories: residential (R), commercial (C), mixed use (MU) and government (G).
- B. Building Orientation.** Buildings shall relate to the street or open space to which they abut. Entrances shall be provided to ensure convenient access to public roads, sidewalks, and adjacent parking and buildings.
- C. Building Mass.** Buildings shall be designed to minimize the impact of their overall mass and to provide a human scale. Unless specifically modified by this article, all building types shall exhibit the following mass refining characteristics:
1. **Existing Patterns.** Building massing shall respect traditional patterns.
 2. **Volume.** Building massing shall be arranged to reduce perceived massiveness.
 3. **Vertical Articulation.** The perceived height of a wall plane or building mass shall be reduced by providing vertical articulation.
 4. **Break Up Walls.** Divide large wall planes into smaller components by changing the arrangement of windows and other façade articulation features.
 5. **Additional Techniques.** Additional techniques that may be used to achieve a human scale include:
 - a. Define a rhythm and pattern for windows, columns, and other architectural features.
 - b. Use similar interior and exterior floor to ceiling heights.
 - c. Examples of techniques that are use to achieve a human scale include, but are not limited to, building upper-story step-back, varied wall surfaces and varied heights at regular widths.
- D. Building Elements.** Unless specifically modified by this article, all building types shall exhibit the following building elements:
1. **Roof Form.** Buildings shall provide one or more of the following roof types:
 - a. Gabled roof, which may include reverse gables, window dormers, and variety in pitch.
 - b. Hipped roof.
 - c. Mansard roof, which may include window dormers.
 - d. Pitched Roof, which may include wall dormers, window dormers, and variety in pitch.
 - e. Shed or flat roofs, which shall include decorative features such as a parapet (cornice, entablature, and coping). At a minimum, flat-roofed buildings shall have a decorative cornice and the flat roof shall be enclosed by a parapet.
 - f. Vents, skylights, or solar panels which shall be placed inconspicuously.
 2. **Roof Decoration.**
 - a. **Overhang.**
 - i. Eaves must overhang a minimum of 18 inches on the primary structure.
 - ii. Eaves and rakes on accessory buildings, dormers, and other smaller structures must overhang at least 8 inches.
 - iii. Open eaves and simple traditional soffits and fascia are allowed.

- iv. Soffits shall be placed perpendicular to the building wall, not sloping in plane with the roof (except for gable end rakes).
- v. Timber eaves and balcony brackets must be a minimum of 5.5 inches in dimension.

b. Cornices and Other Features.

- i. Buildings without visible roof surfaces and overhanging eaves may satisfy the overhang requirement with a cornice projecting horizontally between 6 and 12 inches beyond the building walls.
- ii. Overly elaborate designs are discouraged. However, ornamentation which contributes to the character of the building is encouraged (see Sec. 7.10 Appendix C for an illustration).

3. Walls.

- a. Primary Front Façade shall be defined as the primary building façade facing the street or common open space.
- b. Secondary Front Façade shall be defined as a secondary building façade which faces a street or common open space.
- c. Interior Front Façade shall be defined as a building façade which faces an interior street or common open space (see Sec. 7.10 Appendix C for an illustration).
- d. Secondary Interior Façade shall be defined as a building façade which does not face a street or common open space and is located within 40 feet of the build to line (BTL) (see Sec. 7.10 Appendix C for an illustration).

4. Windows.

- a. Openings for windows shall not be flush with the wall.
- b. Window types and glazing patterns should be in context with surrounding buildings.
- c. Shutters must be sized for the window openings and mounted with appropriate hardware. The window sash, frame, and architectural details that surround the window are significant character defining features of many buildings.

5. Entryways.

- a. Building entrances not located within a recess or covered porch should be decorated by transom windows or sidelights, pediments, porticos, or similar architectural treatment.
- b. Forecourts are permitted where:
 - i. The width is greater than ten percent (10%) and less than forty (40%) of the width of the overall building, and
 - ii. The depth is greater than ten percent (10%) and less than forty percent (40%) of the depth of the overall building.

6. Design Expression. Buildings should reflect the historic architectural character of the Old and Historic District. Building elements such as roof pitch, ratio of windows to walls, as well as massing, scale, building materials, color and proportions, alignment and rhythm of façade elements shall be considered to determine compliance with the intent of this section. Unless specifically modified by this article, design expression shall be defined by the following:

- a. **Cohesiveness**, The overall design of a building shall be harmonious as opposed to a random collection of non-integrated architectural elements.
- b. **Traditional Hierarchy**, Buildings shall reflect a traditional hierarchy demonstrated by a discernible base, middle and cap.
- c. **Corporate Architecture**, Trademark buildings – those which have a distinctive exterior appearance readily identified with a franchise or chain business - do not necessarily reflect the historic building character of Leesburg. Such buildings must be modified to include traditional Leesburg design, color and use of materials.

7. Foundation Walls. Defined as the portion of the building located between the finished grade and the first floor, if exposed, shall be of a masonry or stone appearance. Smooth surfaced concrete masonry units must be covered by a veneer.

E. Corner Buildings and Terminating Views. Buildings situated at a street corner and at the terminating view of a street shall be designed so that the architecture incorporates accents and details that accentuate its prominent location.

1. Form. Chamfered or Round building corners are encouraged at street intersections.

2. Entrances. A main pedestrian entrance for a corner building shall be either at the corner of the building in a chamfered design or on each building façade within 12 feet of the corner. See also Sec. 7.10.8.D.2 regarding a permissible height increase of five feet (5') for this building type.

3. Corner Lot. For a corner lot, the building shall be deemed to have one (1) primary front façade and one (1) secondary front façade (see Sec. 7.10 Appendix C for an illustration).

F. Residential Building Design Specifications

1. Types. Residential buildings include single family detached, single family attached and multifamily buildings.

2. Pedestrian entrances.

a. The primary building entrance must be located along the street or common open space that the building fronts on.

b. Entryways shall be designed to accentuate the primary entrance.

c. Entrances are not permitted to be at grade, and shall include at least one (1) step.

3. Massing. Changes in horizontal or vertical plane, bay windows, balconies, covered or recessed porches or stoops, porticos, or ornamentation to accentuate the horizontal plane shall be used to de-emphasize the massing of a residential building.

4. Windows. At least twenty-five percent (25%) of the primary and secondary front façades shall be composed of glass.

5. Garages. Garage doors shall not be located on the primary front façade of the building. No single family attached units shall have front-loaded driveways or garages.

6. Porches.

a. Single Family Detached. Fifty percent (50 %) of the single family detached buildings facing the street or common open space shall include a porch or portico having a minimum area of 48 square feet and a minimum depth of six (6) feet. The porch shall project a minimum of two (2) feet beyond the façade.

b. Single Family Attached (Townhouse). Fifty percent (50 %) of the single family attached buildings facing the street or common open space shall include a porch or portico having a minimum area of 24 square feet and a minimum depth of four (4) feet. The porch shall project a minimum of two (2) feet beyond the façade.

7. Roof Form.

a. Single family detached buildings shall have a pitched roof.

b. Single family attached and multifamily buildings may have a pitched, flat or shed roof.

c. Any grouping of single family attached buildings shall include dormer windows for a minimum of 50 percent of the buildings in each grouping of buildings.

8. Materials. See Section 7.10.7.A Building Materials.

G. Commercial Building Design Specifications

1. **Types:** Commercial buildings are either a General Urban (GU) building or Storefront (SF) building. Both building types are defined as a building that contains non-residential/commercial uses.
2. **General Requirements.**
 - a. **General Urban Buildings.** This building type is intended to resemble traditional office/mixed use buildings in the Old and Historic District. Walls that face a street or public or private open space shall include windows and architectural features customarily found on traditional commercial building fronts, which include but are not limited to, awnings, cornice work, edge detailing or decorative finish materials.
 - b. **Storefront Buildings.** This building type is intended to resemble traditional retail/mixed use buildings found in the Old and Historic District. Storefront buildings shall be designed to create a distinct and separated ground floor area through the use of accent such as a string course, change in material or textures, or an awning or canopy between the first and second stories. Ground floors shall be designed with storefronts that have windows, doorways and signage, which are integrally designed and painted.
 - c. **Retail Tenant Size Limitation.** No single retail tenant shall occupy more than 50,000 gross square feet of space in a single building.
3. **Pedestrian Entrance.**
 - a. General Urban buildings are required to provide one pedestrian entrance for every 50 feet of building frontage. Entrances shall have design details that enhance the appearance and prominence of the entrance so that it is easily recognizable from the street or common open space.
 - b. Storefront buildings are required to provide one entrance for every 25 feet of building frontage. Entrances shall have design details that enhance the appearance and prominence of the entrance so that it is easily recognizable from the street or common open space.
 - c. A secondary front façade shall include at least one pedestrian entrance.
 - d. An interior secondary façade shorter than 60 feet shall be exempt from providing a pedestrian entrance (see Sec. 7.10 Appendix C for an illustration).
4. **Massing.** Changes in horizontal or vertical plane, bay windows, balconies, covered or recessed porches or stoops, porticos, or ornamentation to accentuate horizontal plane shall be used to de-emphasize the massing of a commercial building.
5. **Walls.** Interior Front Façades located greater than 40 feet from the build to line (BTL) shall not be subject to the architectural design controls of this section.
6. **Windows/Doors.**
 - a. **General Urban Building, Ground Floor.** At least 50 percent of the ground floor primary front façade shall be composed of windows and doors. Windows shall be placed to occupy the space between two (2) feet and 10 feet above the outside grade (see Sec. 7.10 Appendix C for an illustration).
 - b. **Storefront Building, Ground Floor:** At least 70% percent of the ground floor primary front façade shall be composed of windows and doors. Windows shall be placed to occupy the space between two (2) feet and 10 feet above the outside grade (see Sec. 7.10 Appendix C for an illustration). The bottom of the ground floor window on the primary façade must be no more than two (2) feet above the adjacent exterior grade.
 - c. **Secondary Front Façade.** Thirty (30%) percent of the ground level secondary front façade shall be composed of windows.

- d. Interior Secondary Façade.** Ten (10%) percent of the ground level interior secondary façade shall be composed of windows. This requirement can be met with display windows that do not provide views of the interior of the building.
 - e. Upper Stories.** Upper story windows shall compose at least 50 percent of the facade and no greater than 70% of that portion of the façade, and shall be vertical in proportion.
 - f. Ground Floor Minimum Height.** The ground floor of all GU and SF buildings shall have a minimum 14-foot height, floor to floor.
 - g. Materials.** See Section 7.10.7.A Building Materials.
- H. Mixed Use Commercial Building Design Specifications.** This building shall be a general urban or storefront building with residential dwelling units in the upper stories above the non-residential/commercial uses on the first or lower floors. Mixed Use Buildings shall meet the following additional requirements:
 - 1. Pedestrian Entrances.** Where a common access is not provided to upper stories, a separate entrance on the primary front façade shall be provided which should be decorated by transom windows or sidelights, pediments, porticos, or similar architectural treatment.
 - 2. Windows.** Upper story windows shall occupy at least 50 percent of that portion of the façade, and shall be vertical in proportion.
 - 3. Ground Floor Minimum Height.** The ground floor of all mixed use buildings shall have a minimum 14-foot height, floor to floor.
 - 4. Green Roof.** Green roofs are encouraged to meet stormwater quality and quantity management.
 - 5. Materials.** See Section 7.10.7.A Building Materials.
- I. Drive-through Window Building Design Specifications.** Buildings having this feature shall be required to meet the following specifications:
 - 1. Building Type.** Buildings having this feature are required to meet the general urban or storefront building specifications.
 - 2. Windows.** Faux widows are permitted on secondary front facades for a maximum of 50 percent of the required window requirement for general urban and storefront windows.
 - 3. Use.** Buildings are limited to one (1) drive-through window.
 - 4. Location.** The drive-through window shall be located on a secondary façade.
 - 5. Height.** A single story building, with a minimum building height of 25 feet, is permitted so long as the building has a pitched roof.
 - 6. Number of Lanes.** Buildings containing a drive-through window are limited to no more than two (2) lanes and are required to provide a pass-by lane.
 - 7. Canopy.** Canopies over the drive-through lanes shall have a pitched roof. The canopy height shall not exceed the height of the building. Support structures shall be constructed of brick or stone.
 - 8. Materials.** See Section 7.10.7.A Building Materials.
- J. Service Station Building Design Specifications.**
 - 1. Type:** These buildings are required to meet the storefront building specifications.
 - 2. Windows:** Faux widows are permitted on secondary front facades for a maximum of 50 percent of the required window requirement for general urban and storefront windows.
 - 3. Location:** For a building located on a corner, the secondary front façade shall occupy a minimum of 50 percent of the required Build-to-line. An Applicant can request a modification of this requirement from the Land Development Official.

4. **Height:** These buildings are permitted to be a single story building with a minimum height of 25 feet except in the Intersection Building Node areas shown on the Building Height Map.
 5. **Roof Form:** These buildings are required to have a pitched roof.
 6. **Canopy:** The roof of this structure shall have the same roof pitch as the principal building, but not exceeding the height of the principal building. The clear-height of the canopy shall not exceed 14 feet, measured from the finished grade to the lowest point of the canopy structure. Support structures shall be constructed of brick or stone.
 7. **Screening:** The balance of the build-to-line not used for building or vehicular or pedestrian access shall be occupied by a four (4) foot tall masonry wall, and is subject to the requirements of Sec. 7.10.6.A.5.
 8. **Fueling Pumps.** Fueling pumps shall be located adjacent to a secondary building façade and located no closer than 25 feet to the Build-to-line.
 9. **Materials.** See Section 7.10.7.A Building Materials.
- K. Parking Structures Building Design Specifications.** Where the parking structure is located in the interior of a block it shall be surrounded by buildings having a minimum depth of 30 feet; the specifications in the following section do not apply. Parking structures located in the CD-MU District or fronting East Market Street, Catoctin Circle or Harrison Street shall be constructed to the Build-to-line and meet the following specifications:
1. **Type.** The ground floor façade shall be either general urban or storefront.
 2. **Vehicular Access.** openings for vehicular access shall be designed to provide the minimum access necessary for safe and adequate access.
 3. **Upper stories:** Openings on stories above the ground floor shall be required to follow the window proportions in this ordinance.
 4. **Materials.** See Section 7.10.7.A Building Materials.
- L. Accessory Building Design Specifications.**
1. **Roof.** The roof shall be designed with a roof pitch equal to or greater than the principal building.
 2. **Height.** The height of an accessory building shall not exceed the height of the principal building or 26 feet, whichever is less.
 3. **Materials.** See Section 7.10.7.A Building Materials.
- M. Mechanical Equipment.** All rooftop HVAC and mechanical equipment shall be screened from view from all abutting streets and public or private open space. This shall be accomplished for pitched roofs by placing the equipment on the back half of the building or concealing the equipment within the roof structure. This shall be accomplished for flat roofs by limiting the area of the penthouse or screened area containing the equipment to no more than 50% of the area of the floor below and by setting the penthouse or screened area from the front and back facades of the building such that the top of the penthouse or screen is below a 45-degree line drawn from the bottom of the parapet. In addition, the penthouse or screen wall shall generally blend with the design of the building. Parapets shall match the primary building material of the facade below and shall blend with the design of the building in terms of color and scale.
- N. Modifications.** An applicant may seek a certain modifications of this section in accordance with Sec. 7.10.12.B Modifications Requiring Planning Commission or Town Council Approval.

7.10.7 Building Materials and Other Requirements.

- A. Building Materials.** All buildings shall contain quality building materials that are in keeping with the character of traditional buildings in Leesburg. Permitted materials for exterior walls

(exclusive of windows and doors) that are directly visible from the street and public or private open space shall be limited to the following:

Table 7.10.7

Building Material	Primary building façade ¹	Secondary building façade	Interior building façade	Trim material
Brick or tile masonry (modular)	Permitted	Permitted	Permitted	Permitted
Native stone (or synthetic equivalent)	Permitted	Permitted	Permitted	Permitted
Wood lap siding	Permitted	Permitted	Permitted	Permitted
Fiber cement siding (such as Hardie-Plank™ or equivalent – no faux wood grain)	Permitted	Permitted	Permitted	Permitted
Stucco (cementitious finish)	Permitted	Permitted	Permitted	Permitted
Pre-cast masonry (for trim and cornice elements only)	--	Permitted	Permitted	Permitted
Split-faced block (only for piers, foundation walls and chimneys)	--	Permitted	Permitted	Permitted
Gypsum Reinforced Fiber Concrete (GFRC—for trim elements only)	--	--	--	Permitted
Exterior insulation and finish system (EIFS- for trim elements only)				Permitted
Textured concrete masonry units		Permitted	Permitted	Permitted
Metal (for beams, lintels, trim elements and ornamentation only)	--	--		Permitted
Molded polyurethane trim (such as Fypon)	--	--		Permitted

1. Definitions of Primary, Secondary and Trim Materials.

a. Primary building material shall comprise at least 75% of the visible wall materials.

b. Secondary and trim material, including such features as door trim, window trim, columns, cornice, decorative millwork, gable vents, louvers, moldings, pediments and string course, shall comprise no more than 25% of the visible wall materials. Wall area calculations are exclusive of windows and doors.

2. Glass. Glass areas on front facades shall be clear or lightly tinted. Lightly tinted shall be defined as window tint not containing a metallic material which allows greater than 70 percent visible light transmission. Mirrored glass is not permitted.

3. Colors. Colors should not be chosen so that the building functions as a sign; this includes colors identifiable with a franchise or chain business. However, such colors may be appropriate for accent, awnings and signs

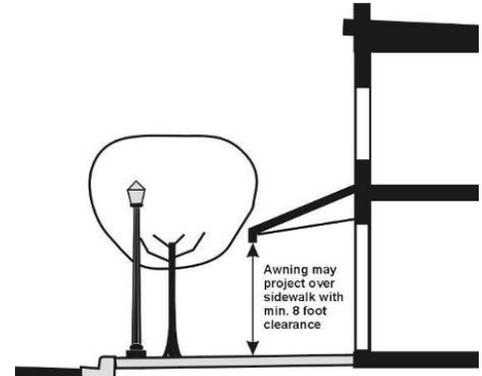
4. Green Roofs. Green roofs are encouraged to meet required best management practices.

5. Colored Roofing Materials. Colored roofing materials that have a high reflectance value are encouraged. Roofing materials should complement the building.

6. Screening Walls. Walls used for screening, including walls required by Sec. 7.10.4 for parking within side yards, in excess of 20 feet in length shall be articulated, with such features as projections/recessions (such as columns, pilasters, and paneling) and variable colors or details, at least every 20 feet. The wall shall be capped in a way that complements the design of the wall.

B. Awnings and Similar Features. Awnings, canopies and roofed structures over windows or entrances which give shade and shelter or add color and visual interest to the entry or building façade are permitted provided that the following conditions are met:

1. May project over a sidewalk; however, there must be a minimum of 8 foot clearance from the sidewalk to the lowest portion of the structure.
2. Shall project a minimum of 24 inches away from the building façade to which they are attached.
3. When placed above windows, doors or entrances, these features shall be proportional to the window, door or entrance over which they are positioned.
4. Awnings shall be constructed of durable materials such as canvas or like material that will not fade or tear easily. Plasticized, metal, rigid, cubed or curved awnings or mansard style canopies are prohibited.
5. Awnings shall not be internally illuminated.
6. Awnings shall not interfere with street trees.



C. Projections.

1. **Types.** The following projections into the required Build-to Line setback are permitted:
 - a. Bay windows, when:
 - i. Elevated above a finished floor; and
 - ii. Where the extension projects no more than four (4) feet from the principal building.
 - b. Extensions of a finished floor at ground level when:
 - i. The extension projects no more than four (4) feet from the principal building
 - ii. The extension does not constitute more than 40% of the façade from which it is extended.
 - c. **Cantilever.** A cantilevered portion of a building not extending more than two (2) feet from the principal building.
 - d. **Display Windows.** Display windows not projecting more than two (2) feet from the principal building.

D. Modifications. An applicant may seek from the Planning Commission modifications to the design requirements of this section in accordance with Sec. 7.10.12.B Modifications Requiring Planning Commission or Town Council Approval.

7.10.8 Height Zones

A. Building Height Zone Requirements. The following table details requirements for principal buildings in height zones designated by the Crescent Design District Building Heights Map.

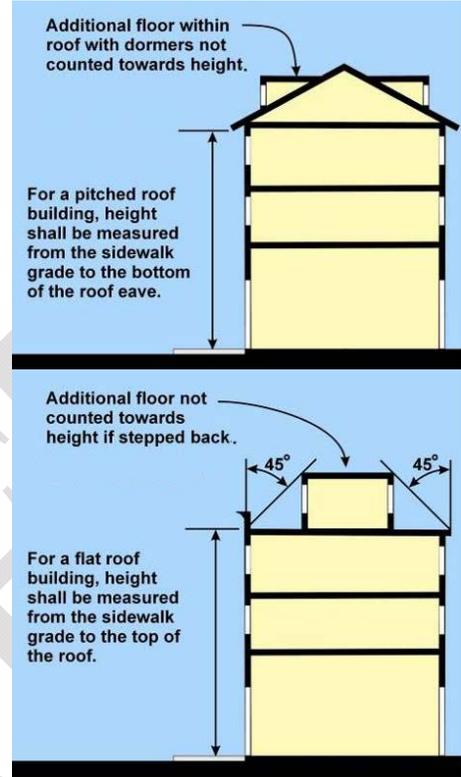
1. **Minimum Height and Stories Required.** No portion of any building shall be less than the minimum stories required by the Building Heights Map.

3 Story Height Zone		
Maximum Building Height	3 stories and 46-foot maximum building height.	<p>Additional story allowed in roof</p> <p>Max building height 46 feet & 3 stories</p> <p>Min building height 25 feet & 2 stories</p>
Minimum Building Height	2 stories and 25-foot minimum building height.	
Additional Story in Roof	An additional story may be permitted within the roof structure with dormers or a penthouse, subject to Sec. 7.10.8.C.	
4 Story Height Zone		
Maximum Building Height	4 stories and 58-foot maximum building height.	<p>Additional story allowed in roof</p> <p>Max building height 58 feet & 4 stories</p> <p>Min building height 25 feet & 2 stories</p>
Minimum Building Height	2 stories and 25-foot minimum building height.	
Additional Story in Roof	An additional story may be permitted within the roof structure with dormers or a penthouse, subject to Sec. 7.10.8.C.	
4 Story Height Zone w/ Half-Story		
Maximum Building Height	4 stories and 58-foot maximum building height.	<p>Additional story allowed in roof</p> <p>Building height may be increased to 70 feet & 5 stories</p> <p>Max building height 58 feet & 4 stories</p> <p>Min building height 25 feet & 2 stories</p>
Additional Building Height	Building height may be increased to 5 stories and 70 feet if criteria of Sec. 7.10.8.D are met.	
Minimum Building Height	2 stories and 25-foot minimum building height.	

B. Measurement of Height. In the CD District, building height shall be measured in accordance with Section 10.4.6.B Measurement of Height.

C. Additional Half-Story in Roof. The additional half-story in the roof, as specified in Sec. 7.10.8.A, shall be allowed, provided:

1. The additional half-story for a structure with a pitched roof shall be within the roof structure above the eave.
2. The additional half-story for a flat roof building shall be stepped back from the front and back facades of the building at a 45-degree or greater angle.
3. The additional half-story meets the maximum height limitation for the specific by-right or rezoning situation.



D. Structures Excluded from Maximum Height Limitations.

1. **General.** Certain structures, such as parapets and rooftop equipment, may exceed the maximum height limits in accordance with Sec. 10.4.6.C Structures Excluded from Maximum Height Limitations. Rooftop equipment on a flat roof building shall be contained within a penthouse or screen wall that shall not exceed 12 feet in height and shall comply with the rooftop design requirements of Sec. 7.10.6 Building Type Specifications.

2. **Corner Buildings and Terminating Views.** The height of a building situated at a street corner within a Building Node as shown on the Building Height Map or at the terminating view of a street may be increased by ten (10) feet above the otherwise applicable height limit. The purpose is to incorporate architectural features such as a peak, tower, or similar details to accentuate these prominent locations.

E. Accessory Buildings. The height of an accessory building shall not exceed 25 feet in height.

F. Height Zones. The following chart summarizes the number of stories and the maximum and minimum height allowed in each of the seven Height Zones shown on the Building Height Map.

Designation on Map	No. Stories By-Right	No. Stories Possible per Rezoning	Maximum Building Height	Minimum Stories/Height Required
2/2	Two (2)	Two (2)	35 feet	One (1)/20 feet
2/5	Two (2)	Five (5)	70 feet	Two (2)/25 feet
3/3	Three (3)	Three (3)	46 feet	Two (2)/25 feet
3/4	Three (3)	Four (4)	58 feet	Two (2)/25 feet
3/5	Three (3)	Five (5)	70 feet	Two (2)/25 feet
Intersection Building Node	Three (3) story minimum required for building at the corner	Depends on underlying story designation	Depends on underlying story designation	Three (3)/46 feet

7.10.9 Use Regulations and Density/Intensity and Dimensional Standards. Uses are allowed in the CD District in accordance with the following tables.

1. **[P] Permitted Uses.** A “P” indicates that a use is permitted by right, subject to compliance with all other applicable regulations of this Zoning Ordinance.
2. **[S] Special Exception Uses.** An “S” indicates that a use is allowed only if reviewed and approved in accordance with the Special Exception procedures of Sec. 3.4.
3. **Uses Not Allowed.** A blank cell (one that doesn’t contain an “S” or “P”) indicates that the listed use is not allowed in the areas as depicted on the CD District Map.
4. **Compliance.** Uses shall comply with the applicable sections referenced under the Use Standards column of the Use Table.

7.10.9.A CD-RM, Crescent Design District - Residential Medium Density

7.10.9.A.1 Use Regulations

The following uses are permitted in the CD-RM District as indicated in the table:

Table 7.10.9.A.1 - CD-RM Uses			
Use		Use Standards	Definition
Commercial Uses			
Home occupation	P		Sec. 18.1.80
Institutional and Community Service Uses			
Assisted living residence	P		Sec. 18.1.12
Nursing home	P	Sec. 9.3.17	Sec. 18.1.120
Park, public	P		
Place of worship	S		Sec. 18.1.141
Residential Uses			
Extended Family Residence	P	Sec. 9.3.11	Sec. 18.1.60
Group home	P		Sec. 18.1.74
Multiple-family	P		Sec. 18.1.110
Single-family attached (2 over 2)	P		Sec. 18.1.171.1
Single-family attached (townhouse)	P		Sec. 18.1.172
Duplex	P		Sec. 18.1.49
Single-family detached dwelling	P		Sec. 18.1.171

7.10.9.A.2 Density/Intensity and Dimensional Standards

All development in the CD-RM District shall be subject to the following standards:

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Table 7.10.9.A.2 - CD-RM District Standards	
A. Minimum Lot Area (square feet)	
All Development	None
B. Minimum Lot Width (feet)	
Single-Family Detached	40
Single-Family Attached	16
All Other Development	None
C. Maximum Residential Density (units per acre)	
By-Right	8
Rezoning	16[1]
D. Minimum Yards/Setbacks (feet)	
Required Build-to-Line	See Sec. 7.10.4.C.1
Side	[2] [3]
Rear	25 [4]
Parking Setback	See Sec. 7.10.4.C.1
E. Maximum Building Height (feet)	
By-Right	3 Stories (40')
Rezoning	NA

- [1] Town Council may approve a higher maximum density as part of a rezoning approval.
- [2] Side yard setback shall be 0 feet for an interior townhouse lot.
- [3] Sideyard setback shall be 6 feet for corner or end unit townhouse lots.
- [4] Townhouse rear yards shall be a minimum of 20 feet.

7.10.9.B CD-RH, Crescent Design District - Residential High Density

7.10.9.B.1 Use Regulations

The following uses are permitted in the CD-RH District as indicated in the table:

Table 7.10.9.B.1 - CD-RH Uses			
Use		Use Standards	Definition
Commercial Uses			
Home occupation	P		Sec. 18.1.80
Institutional and Community Service Uses			
Assisted living residence	P		Sec. 18.1.12
Nursing home	P		Sec. 18.1.120
Park, public	P		
Place of worship	S		Sec. 18.1.141
Recreation facility	S	Sec. 9.3.21	Sec. 18.1.156
Residential Uses			
Group home	P		Sec. 18.1.74

Multiple-family	P		Sec. 18.1.110
Single-family attached (2 over 2)	P		Sec. 18.1.171.1
Single-family attached (townhouse)	P		Sec. 18.1.172

7.10.9.B.2 Density/Intensity and Dimensional Standards

All development in the CD-RH District shall be subject to the following standards:

Table 7.10.9.B.2 - CD-RH District Standards	
A. Minimum Lot Area (square feet)	
All Development	None
B. Minimum Lot Width (feet)	
Single-Family Attached	16
All Other Development	None
C. Maximum Residential Density (units per acre)	
By-Right	12
Rezoning	24[1]
D. Minimum Yards/Setbacks (feet)	
Required Build-to-Line	See Sec. 7.10.4.C.1
Side yard setback shall be 0 feet for an interior townhouse lot	
Single-Family Attached End Unit	4 [2]
Townhouse rear yards shall be a minimum of 20 feet.	
All Other Development	None
Rear	25[3]
Parking Setback	See Sec. 7.10.4.C.1
E. Maximum Building Height (feet)	
By-Right	3 Stories (40')
Rezoning	5 Stories (70')

[1] higher approval.
 [2]
 [3]

Town Council may approve a maximum density as part of a rezoning

7.10.9.C CD-RMU, Residential Mixed Use

7.10.9.C.1 Use

The following uses District as indicated

Crescent Design District - Use

Regulations

are permitted in the CD-RMU in the table:

Table 7.10.9.C.1 CD-RMU Uses			
Use		Use Standards	Definition

Table 7.10.9.C.1 CD-RMU Uses			
Use		Use Standards	Definition
Commercial Uses			
Bank with drive-in facility [1]	S		Sec. 18.1.14
Bank without drive-in facility	P		Sec. 18.1.14
Child care center [1]	P		Sec. 18.1.29
Convenience food store [1]	P		Sec. 18.1.39
Dance studio	P		Sec 18.1.40.1
Eating establishment without drive-in facility	P		Sec. 18.1.55
Exercise studio	P		Sec. 18.1.59.1
Home occupation	P		Sec. 18.1.80
Office	P		Sec. 18.1.121
Mailing services	P		Sec. 18.1.102
Parking structure	P		Sec. 18.1.135
Pharmacy	P		Sec. 18.1.140
Printing and/or publication (less than 5,000 sf)	P		Sec. 18.1.148
Retail	P		Sec. 18.1.159
Services, personal	P	Sec. 9.3.19	Sec. 18.1.168
Telecommunications facility: Antenna	P	Sec. 9.3.26.B	Sec. 18.1.7 [1]
Institutional and Community Service Uses			
Library	P		Sec. 18.1.89
Museum	P		Sec. 18.1.111
Park, public	P		
Place of worship	S		Sec. 18.1.141
Recreation facility	P	Sec. 9.3.21	Sec. 18.1.156
U.S. Postal Service (limited to retail only)	P		Sec. 18.1.146
Utility Uses			
Public utility, minor	S	Sec. 9.3.31	Sec. 18.1.154
Residential Uses			
Assisted living residence	P		Sec. 18.1.12
Multiple-family	P	Sec. 9.3.15	Sec. 18.1.110
Single-family attached	P		Sec. 18.1.171.1
Nursing home	P		Sec. 18.1.120

7.10.9.C.2 Density/Intensity and Dimensional Standards

All development in the CD-RMU District shall be subject to the following standards:

Table 7.10.9.C.2 - CD-RMU District Standards	
A. Minimum Lot Area (square feet)	
All Development	None
B. Minimum Lot Width (feet)	
All Development	None
C. Maximum Density	
Residential (units per acre)	
By-Right	12
Rezoning	24[1]
Nonresidential	
Minimum 50% of the ground floor GFA shall be nonresidential uses	
D. Minimum Yards/Setbacks (feet)	
Required Build-to-Line	See Sec. 7.10.4.C.1
Side	None
Rear	None except 25' if adjacent to a residential district
Parking Setback	See Sec. 7.10.4.C.1
E. Maximum Building Height (feet)	
By-Right	3 Stories (40')
Rezoning	5 Stories (70') where available – see Height Map

[1] approve a higher rezoning approval.

Town Council may maximum density as part of a

7.10.9.D CD-District - Commercial

C, Crescent Design

7.10.9.D.1 Use Regulations

The following uses are permitted in the CD-C District as indicated in the table:

Table 7.10.9.D.1 CD-C Uses			
Use		Use Standards	Definition
Commercial Uses			
Bank with drive-in facility	S		Sec. 18.1.14
Bank without drive-in facility	P		Sec. 18.1.14
Brewpub	P	Sec. 9.3.2.1	Sec. 18.1.20.1
Brewpub with Silo	S	Sec. 9.3.2.1	Sec. 18.1.20.1
Car wash	S	Sec. 9.3.3	Sec. 18.1.27
Child care center [2]	P	Sec. 9.3.4	Sec. 18.1.29
Commercial Inn	P		Sec. 18.1.86
Conference center	S		Sec. 18.1.37
Convenience food store [2]	P	Sec. 9.3.8	Sec. 18.1.39
Eating establishment with drive-in facility	S		Sec. 18.1.55

Table 7.10.9.D.1 CD-C Uses			
Use		Use Standards	Definition
Eating establishment without drive-in facility	P		Sec. 18.1.55
Electric and/or plumbing supply	S	Sec. 9.3.10	
Emergency care facility	P		Sec. 18.1.58
Hotel/motel	S		Sec. 18.1.83
Lumber and/or building material sales without outdoor storage	P		Sec. 18.1.101
Mailing Services	P		Sec. 18.1.102
Office	P		Sec. 18.1.121
Outdoor storage area	S		Sec. 18.1.127
Parking structure	P		Sec. 18.1.135
Pharmacy	P		Sec. 18.1.140
Printing and/or publication	P		Sec. 18.1.148
Recreation facility	P	Sec. 9.3.21	Sec. 18.1.156
Retail	P		Sec. 18.1.159
School, special instruction	P	Sec. 9.3.23	Sec. 18.1.164
Service station	S	Sec. 9.3.24	Sec. 18.1.169
Services, personal	P	Sec. 9.3.19	Sec. 18.1.168
Telecommunications Facility: Antenna	P	Sec. 9.3.26.A	Sec. 18.1.7
Theater, indoor	P		Sec. 18.1.189
Vehicle and/or equipment service facility [4]	S	Sec. 9.3.29	Sec. 18.1.197
Vehicle sales and/or rental facility [4]	S	Sec. 9.3.28	Sec. 18.1.196
Veterinary hospital	S	Sec. 9.3.30	Sec. 18.1.198
Industrial/Manufacturing			
Research and development	S	Sec. 9.3.22	Sec. 18.1.156
Institutional and Community Service Uses			
College or University	P		Sec. 18.1.33
Fire and/or rescue facility	P		Sec. 18.1.64
Library	P		Sec. 18.1.89
Park, public	P		
Place of worship	S		Sec. 18.1.141
Recreation facility	P	Sec. 9.3.21	Sec. 18.1.156
School, technical	P	Sec. 9.3.23.1	Sec. 18.1.65
U.S. Postal Service, limited to retail uses only	P		Sec. 18.1.146
Residential Uses (only permitted by rezoning)			
Multiple-family [3]	S	Sec. 9.3.15	Sec. 18.1.110
Utility Uses			
Public utility, minor	S	Sec. 9.3.31	Sec. 18.1.154

- [1] Not permitted as a free-standing building
- [2] A Stand-alone building requires approval by special exception
- [3] Town Council shall set density as part of a rezoning approval.
- [4] For existing uses only. New land area may not be developed for this use.

7.10.9.D.2 Density/Intensity and Dimensional Standards

All development in the CD-C District shall be subject to the following standards:

Table 7.10.9.D.2 - CD-C District Standards	
A. Minimum Lot Area (square feet)	
All Development	None
B. Minimum Lot Width (feet)	
All Development	None
C. Maximum Density	
Residential (units per acre)	
By-Right	Limited to 3 rd floor
Rezoning	24 or as approved by Council; limited to 3 rd , 4 th & 5 th floors & a min. 800 s.f. per unit
Nonresidential (FAR)	
None	
D. Minimum Yards/Setbacks (feet)	
Required Build-to-Line	See Sec. 7.10.4.C.1
Side	None but must meet building code
Rear	None except 25' if adjacent to a residential district
Parking Setback	See Secs. 7.10.4.C.1 & 7.10.5.2
E. Maximum Building Height (feet)	
By-Right	3 Stories (40')
Rezoning	5 Stories (70')

7.10.9.E CD-District - Commercial

OMUC, Crescent Design Optional Mixed Use

7.10.9.E.1 Use Regulations

The following uses are permitted in the CD-OMUC District as indicated in the table:

Table 7.10.9.E.1 CD-OMUC Uses			
Use		Use Standards	Definition
Commercial Uses			
Bank without drive-in facility	P		Sec. 18.1.14
Child care center [1]	P	Sec. 9.3.4	Sec. 18.1.29
Commercial Inn	P		Sec. 18.1.86
Convenience food store [1]	P		Sec. 18.1.39
Eating establishment without drive-in facility	P		Sec. 18.1.55
Emergency care facility	P		Sec. 18.1.58
Hotel/motel	S		Sec. 18.1.83
Mailing Services	P		Sec. 18.1.102
Office	P		Sec. 18.1.121
Parking structure	P		Sec. 18.1.135
Pharmacy	P		Sec. 18.1.140

Table 7.10.9.E.1 CD-OMUC Uses			
Use		Use Standards	Definition
Printing and/or publication	P		Sec. 18.1.148
Recreation facility	P	Sec. 9.3.21	Sec. 18.1.156
Retail	P	Sec. 9.3.17.1	Sec. 1.159
School, special instruction	P	Sec. 9.3.23	Sec. 18.1.164
School, technical	P	Sec. 9.3.23.1	Sec. 18.1.65
Service station	S	Sec. 9.3.24	Sec. 18.1.169
Services, personal	P	Sec. 9.3.19	Sec. 18.1.168
Telecommunications Facility: Antenna	P	Sec. 9.3.26.A	Sec. 18.1.7
Theater, indoor	P		Sec. 18.1.189
Industrial/Manufacturing			
Manufacturing and assembly	S		Sec. 18.1.104
Research and development	P	Sec. 9.3.22	Sec. 18.1.157
Warehouse, accessory	P		Sec. 18.1.199
Institutional and Community Service Uses			
Fire and/or rescue facility	P		Sec. 18.1.64
College or University	P		Sec. 18.1.64
Library	P		Sec. 18.1.89
Park, public	P		
Place of worship	S		Sec. 18.1.141
Recreation facility	P	Sec. 9.3.21	Sec. 18.1.156
U.S. Postal Service, limited to retail uses only	P		Sec. 18.1.146
Residential Uses (only permitted by rezoning)			
Multiple-family	P		Sec. 18.1.110
Single-family attached (townhouse)	P		Sec. 18.1.172
Single-family attached (2 over 2)	P		Sec. 18.1.172.1
Utility Uses			
Public utility, minor	S	Sec. 9.3.31	Sec. 18.1.154

- [1] Not permitted as a free-standing building
- [2] A Stand-alone building requires approval by special exception

7.10.9.E.2 Density/Intensity and Dimensional Standards

All development in the CD-OMUC District shall be subject to the following standards:

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Table 7.10.9.E.2 - CD-OMUC District Standards	
A. Minimum Lot Area (square feet)	
All Development	None
B. Minimum Lot Width (feet)	
All Development	None
C. Maximum Density	
Residential (units per acre)	
By-Right	12
Rezoning	24 or as approved by Council
Nonresidential (FAR)	
None	
D. Minimum Yards/Setbacks (feet)	
Required Build-to-Line	See Sec. 7.10.4.C.1
Side	None but must meet building code
Rear	25'
Parking Setback	See Secs. 7.10.4.C.1
E. Maximum Building Height (feet)	
By-Right	3 Stories (40')
Rezoning	4 Stories (58')

7.10.9.F CD-E, Crescent Design District – Employment

7.10.9.F.1 Use Regulations

The following uses are permitted in the CD-E District as indicated in the table:

Table 7.10.9.F.1 – CD-E – Employment			
Use		Use Standards	Definition
Commercial Uses			
Arts center	P		Sec. 18.1.11
Brewery	S		Sec. 18.1.20.2
Cattery	P	Sec. 9.3.12.1	Sec. 18.1.27.1
Child care center [1]	P	Sec. 9.3.4	Sec. 18.1.29
College or university	P		Sec. 18.1.33
Conference center	S		Sec. 18.1.37
Dance Studio	P		Sec. 18.1.40.1
Diagnostic laboratory	P		Sec. 18.1.42
Eating establishment without drive-in facility	P	Sec. 9.3.9	Sec. 18.1.54
Electronic Data Storage Center	P		Sec. 18.1.57
Exercise Studio	P		Sec. 18.1.59.1
Kennel	S	Sec. 9.3.9	Sec. 18.1.88

Table 7.10.9.F.1 – CD-E – Employment			
Table 7.10.9.F.2 – CD-E – District Standards			
Use		Use Standards	Definition
Lumber and/or building material sales without outdoor storage	P		Sec. 18.1.101
Museum	P		Sec. 18.1.111
Office	P		Sec. 18.1.121
Outdoor storage area, accessory	S		Sec. 18.1.127
Parking structure	P		Sec. 18.1.135
Telecommunications Facility: Antenna	P	Sec. 9.3.26.A	Sec. 18.1.7
Printing and/or publication	P		Sec. 18.1.148
Recreation facility	P	Sec. 9.3.21	Sec. 18.1.156
School, Special Instruction	S	Sec. 9.3.20	Sec. 18.1.164
Telecommunications Facility: Monopole	S	Sec. 9.3.26.B	Sec. 18.1.108
Telecommunications Facility: Transmission Tower	S	Sec. 9.3.26.C	Sec. 18.1.192
Veterinary hospital	S	Sec. 9.3.30	Sec. 18.1.198
Industrial, Manufacturing and Warehousing Uses			
Distribution Facility	S		Sec. 18.1.43
Manufacturing and assembly	P		Sec. 18.1.104
Research and development	P	Sec. 9.3.22	Sec. 18.1.156
Warehouse, accessory	P		Sec. 18.1.199
Institutional and Community Service Uses			
Fire and/or rescue facility	P		Sec. 18.1.64
Park, public	P		
Place of Worship	S		Sec. 18.1.141
School, technical	S	Sec. 9.3.23.1	Sec. 18.1.165
U.S. Postal Service (retail uses only)	S		Sec. 18.1.146
Utility Uses			
Public utility, major	S	Sec. 9.3.31	Sec. 18.1.153
Public utility, minor	P	Sec. 9.3.31	Sec. 18.1.154

- (1) — Not permitted as a free-standing building
- (2) — A Stand-alone building requires approval by special exception

7.10.9.F.2 Density/Intensity and Dimensional Standards

All development in the CD-E District shall be subject to the following standards:

A. Minimum Lot Area (square feet)	
All Development	None
B. Minimum Lot Width (feet)	
All Development	None
C. Maximum Density	
Residential (units per acre)	
Residential use not permitted	
Nonresidential (FAR)	
None	
D. Minimum Yards/Setbacks (feet)	
Required Build to Line	See Sec. 7.10.4.C.1
Side	None
Rear	25'
Parking Setback	See Secs. 7.10.4.C.1
E. Maximum Building Height (feet)	
By Right	3 Stories (40')
Rezoning	4 Stories (58')

7.10.9.F CD-I, Crescent Design District - Institutional

7.10.9.F.1 Use Regulations

The following uses are permitted in the CD-I District as indicated in the table:

Table 7.10.9.F.1 CD-I Institutional			
Use		Use Standards	Definition
Commercial Uses			
Arts center	P		Sec. 18.1.11
Institutional and Community Service Uses			
Fire and/or rescue facility	P		Sec. 18.1.64
Government Buildings	P		
Museum	P		Sec. 18.1.111
Park, public	P		
Parking structure, public	P		Sec. 18.1.135
Place of worship	S		Sec. 18.1.141
School, technical	S	Sec. 9.3.23.1	Sec. 18.1.165
U.S. Postal Service	S		Sec. 18.1.146

7.10.9.F.2 Density/Intensity and Dimensional Standards

All development in the CD-I District shall be subject to the following standards:

Table 7.10.9.G.2 - CD-OS District Standards

Table 7.10.9.F.2 - CD-I District Standards	
A. Minimum Lot Area (square feet)	
All Development	None
B. Minimum Lot Width (feet)	
All Development	None
C. Maximum Density	
Residential (units per acre)	
Residential use not permitted	
Nonresidential (FAR)	
None	
D. Minimum Yards/Setbacks (feet)	
Required Build-to-Line	See Sec. 7.10.4.C.1
Side	None but must meet building code
Rear	25'
Parking Setback	See Secs. 7.10.4.C.1
E. Maximum Building Height (feet)	
By-Right	3 Stories (40')
Rezoning	4 Stories (58')

7.10.9.G CD-OS, District - Open Space

7.10.9.G.1 Use Regulations

The following uses are permitted in the CD-OS District as indicated in the table:

Table 7.10.9.G.1 CD-OS Open Space			
Use		Use Standards	Definition
Commercial Uses			
Telecommunications Facility: Monopole	S	Sec. 9.3.26.B	Sec. 18.1.108
Telecommunications Facility: Transmission Tower	S	Sec. 9.3.26.C	Sec. 18.1.192
Institutional and Community Service Uses			
Government buildings	P		
Museum	P		Sec. 18.1.111
Park, public [1]	P		
Parking structure	P		Sec. 18.1.135
Recreation facility	P	Sec. 9.3.21	Sec. 18.1.156

[1] Associated with a government building and not free-standing.

7.10.9.H.2 Density/Intensity and Dimensional Standards

All development in the CD-OS District shall be subject to the following standards:

A. Minimum Lot Area (square feet)	
All Development	None
B. Minimum Lot Width (feet)	
All Development	None
C. Maximum Density	
Residential (units per acre)	
Residential use not permitted	
Nonresidential (FAR)	
None	
D. Minimum Yards/Setbacks (feet)	
Required Build-to-Line	None (See Sec. 7.10.4.B)
Side	None
Rear	None
Parking Setback	See Secs. 7.10.4.C.1
E. Maximum Building Height (feet)	
By-Right	3 Stories (40')
Rezoning	4 Stories (58')

7.10.10 Rezoning Approval Criteria

A. Approval Criteria for Increased Density and/or Height. When considering a rezoning request to increase the number of stories or the residential density of a proposed project the Planning Commission and the Town Council shall use the following criteria, in addition to the criteria set forth in Section 3.3.15 Approval Criteria and other reasonable considerations, in making their decision regarding approval or disapproval of a rezoning application.

1. Additional Development (Public) Benefits. Residential density and height shall not exceed the base density and stories allowed unless the Town Council finds that the proposed development offers “additional development benefits”. If the Town Council finds that additional development (public) benefits will be provided, additional density and stories may be approved by the Town Council. In order to approve the additional density or height, the Town Council, in its sole discretion, must find that the proposal offers additional development benefits to the public health, safety and welfare to offset the requested height and density by providing three or more of the following additional development benefits:

- a. Innovative Design.** A substantial contribution to the character of the Town. Examples of innovative design include: significant provision of open space and landscaping, superior use of building materials and design, and provision of public art.
- b. Public Facilities.** A net positive impact on the availability of public facilities and services to the Town.
- c. Historic Preservation.** Appropriate use of a Town Plan designated historic structure or site.

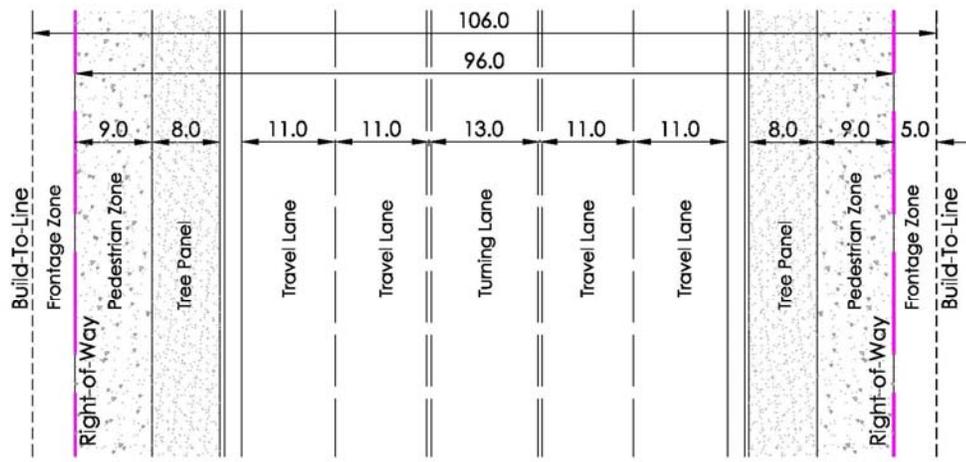
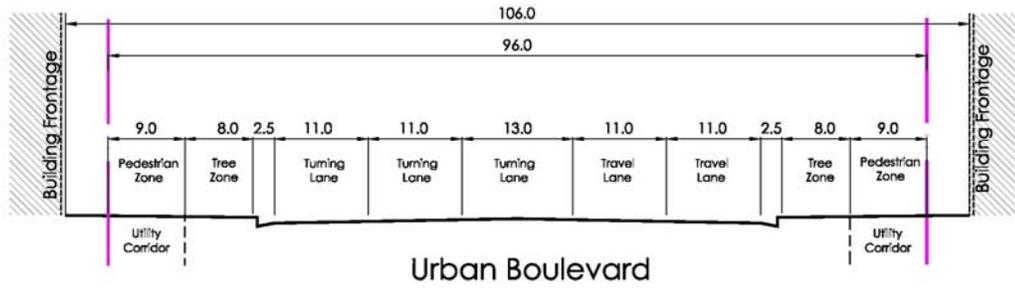
- d. Mixed-Use.** Substantial employment opportunities in close proximity to or in the same buildings as residential uses. Also, guarantees that development of nonresidential portions will occur prior to or concurrently with residential portions.
- e. Parking Structure.** A multi-level parking structure or underground parking is provided, with parking available to the public on the first floor of the structure at the rate of one parking space for every 300 square feet of building floor area on the top floor. Parking must be signed for public parking, be available for use during business hours of the businesses served by the parking structure and shall not be reserved or allocated for another use.
- f. Environmentally Advanced Design.** Leadership in Energy and Environmental Design (LEED) building or neighborhood design, accredited based upon the rating system of the United States Green Building Council, with a silver or higher rating.
- g. Public Open Space.** Buildings are located on a site where at least 10% of the site is provided as public open space. The open space shall be improved as a plaza or park with landscaping, pedestrian pathways and other appropriate amenities. The open space may be privately owned as part of a development; provided an association or other mechanism is established for the long term maintenance of the open space. Nothing in this section precludes the creation of open space on any lot throughout the CD District.
- h. Transportation Amenities.** Provision of amenities that facilitate the use of alternative means of transportation, such as bus shelters, or that facilitate the efficient transmission of vehicular traffic.

7.10.11 Streetscape Requirements

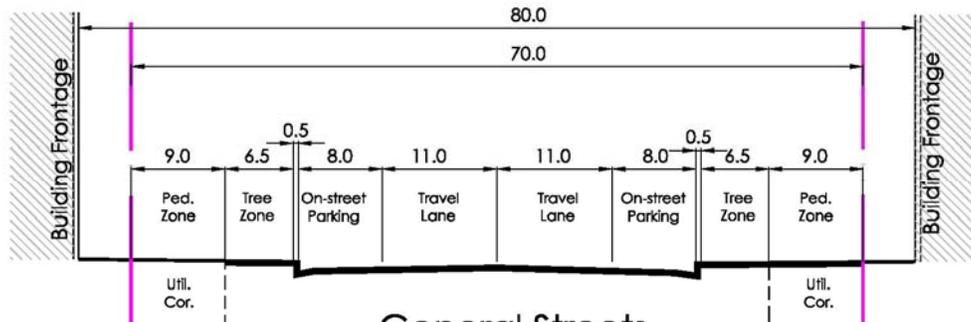
- A. Streets.** Streets, including associated streetscape improvements, in the CD District shall be provided according to the following requirements.
 - 1. Street Locations.** Street locations shall be guided by the locations shown on the Crescent Design District Future Streets Policy Map in the Town Plan.
 - 2. Street Types.** The street shall be in accordance with the applicable street cross sections shown in the accompanying drawings. Cross sections are typical midblock sections and may vary in width and lane configuration at intersections based upon Town engineering standards. The location of street improvements within the CD District shall be measured from the center line, as specified in Sec. 7.10.4.C.1 Required Build-to Line and Parking Setback. Cross sections are provided for the following streets:
 - a. Urban Boulevards.** This designation includes the extension of Davis Avenue, E. Market Street and Catocin Circle. The cross section for E. Market Street within the CD District extends only from the southern curb line to the outside edge of the sidewalk. The location of the curb line and edge of sidewalk shall be measured from the center line, as specified in Sec. 7.10.4.C.1 Required Build-to Line and Parking Setback. See the illustration on page 36. **As an option, the Urban Boulevard may include a median in place of the turn lane subject to special conditions, including sufficient demonstration of adequate ingress and egress and compliance with Town and VDOT traffic engineering standards.**
 - b. General Streets.** See the illustration on page 37 for the typical cross section.

1. The cross section for Harrison Street within the CD District extends only from the eastern curb line to the outside edge of the sidewalk north of the W&OD trail and from the western edge of the right-of-way below the W&OD trail.
- c. **Residential Streets/Optional Streets.** This is the cross section for streets providing a Residential Frontage. See the illustration on pages 38-39 for the typical cross section. In the alternative, this cross section may be used for “Optional Streets”, which are additional streets proposed within a development that are not shown on the Crescent District Future Streets Policy Map. See Sec. 7.10.11.A.3 below. These streets may be publicly or privately maintained but in either case they must be built to the required standard. There are two options – one for parking on just one side of the street and one for parking on both sides of the street. The option is limited in that the option chosen must be consistent along an entire street.
3. **Streets not Shown on Crescent Design District Future Streets Policy Map.** At the discretion of property owners, additional streets that are not shown on the Town Plan Crescent Design District Future Streets Policy Map may be provided for additional automobile and pedestrian circulation and developable block frontage. Such streets shall comply with the cross section requirements for Residential Streets at a minimum. They may be either public streets or may be privately maintained.
4. **Adjustments to Street Cross Sections.**
 - a. **Transition to Existing Streets outside the CD District.** The Zoning Administrator may modify cross sections when transitions occur at the boundary of the CD District where streets within the CD District serve as extensions of existing streets outside of the District in order to create a safe transition to the existing street’s cross section.
 - b. **Streets within the CD District.** The Zoning Administrator may modify cross sections of streets within the CD District under the following circumstances:
 1. To facilitate adequate vehicular turning movements.
 2. To facilitate superior building design.
 3. To enhance the pedestrian environment.
 4. To alleviate a significant engineering constraint.
5. **Responsibilities for Street Improvements.**
 - a. For a street whose full width is on the site of any new development or redevelopment meeting the conditions of Sections 7.10.2.G. Applicability and I. Nonconformities, the developer shall construct the street. Construction of the streets may be phased with development of the site, provided that the phases result in functional segments of the streets that are open to traffic as determined by the Town.
 - b. For an existing public street fronting any development or redevelopment meeting the conditions of Sections 7.10.2.G. Applicability and I. Nonconformities, the developer shall complete a half-section of the ultimate road configuration with appropriate transitions.

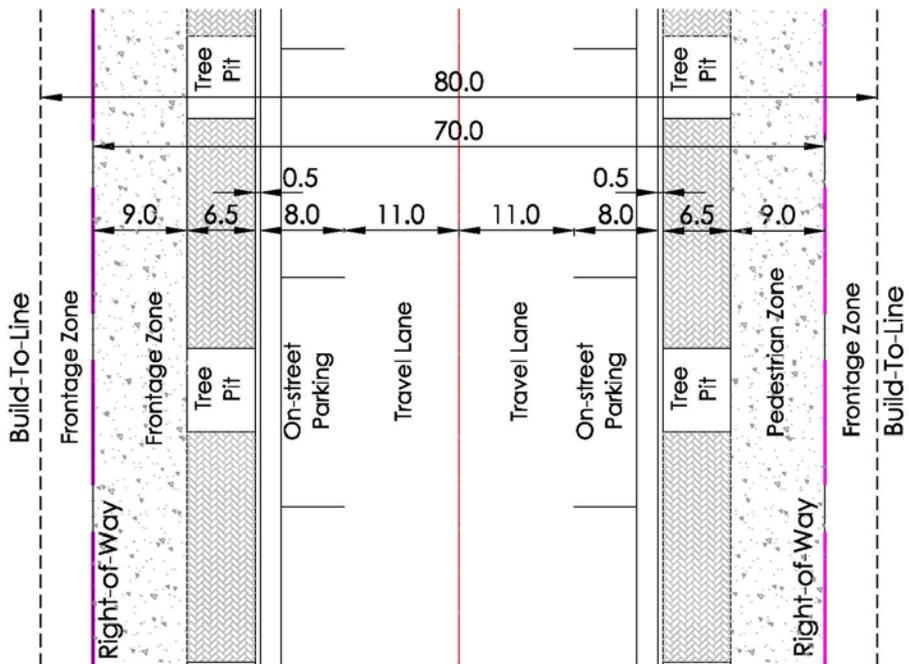
E. Market Street and Catocin Circle Urban Boulevards



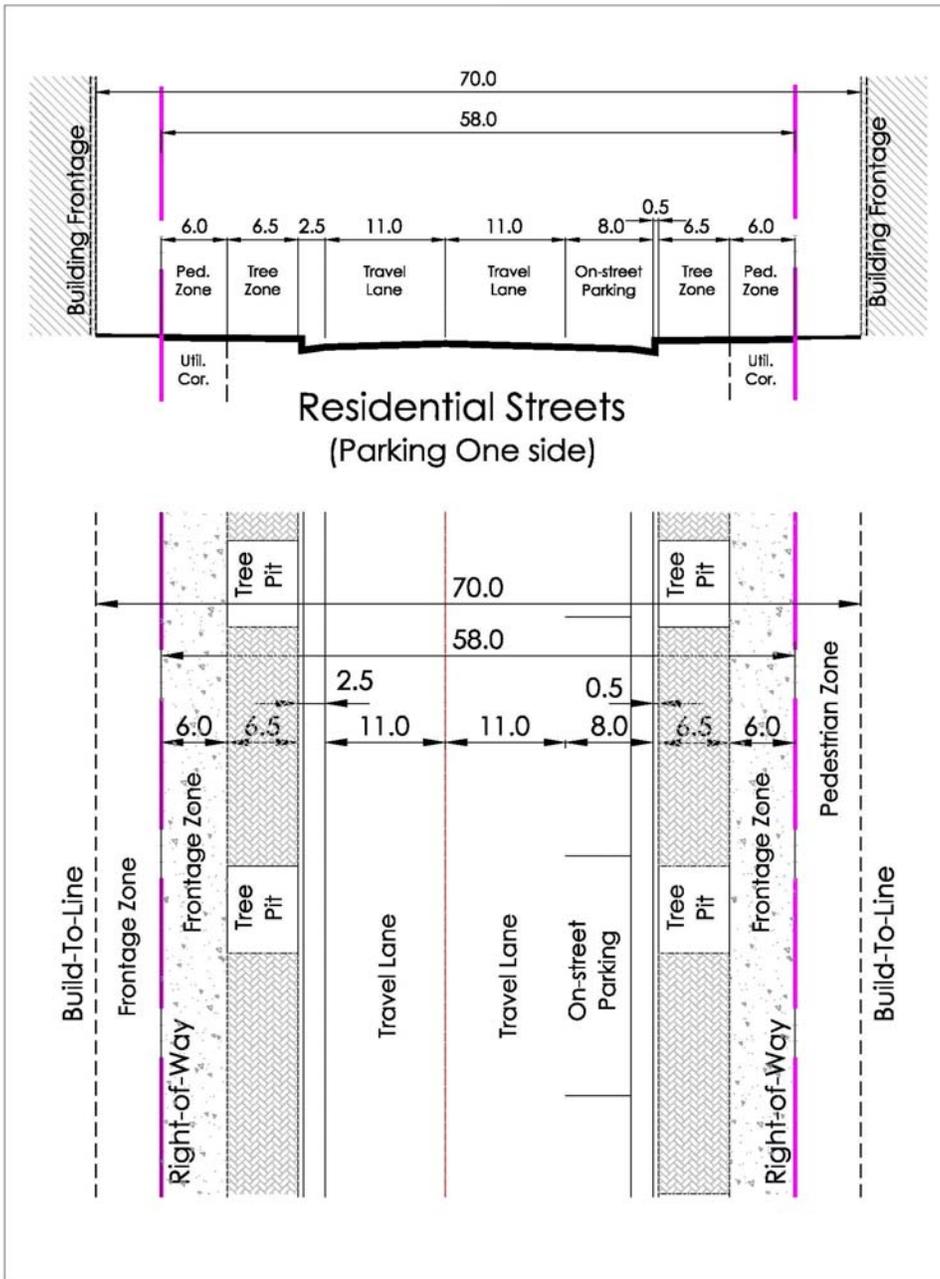
General Streets



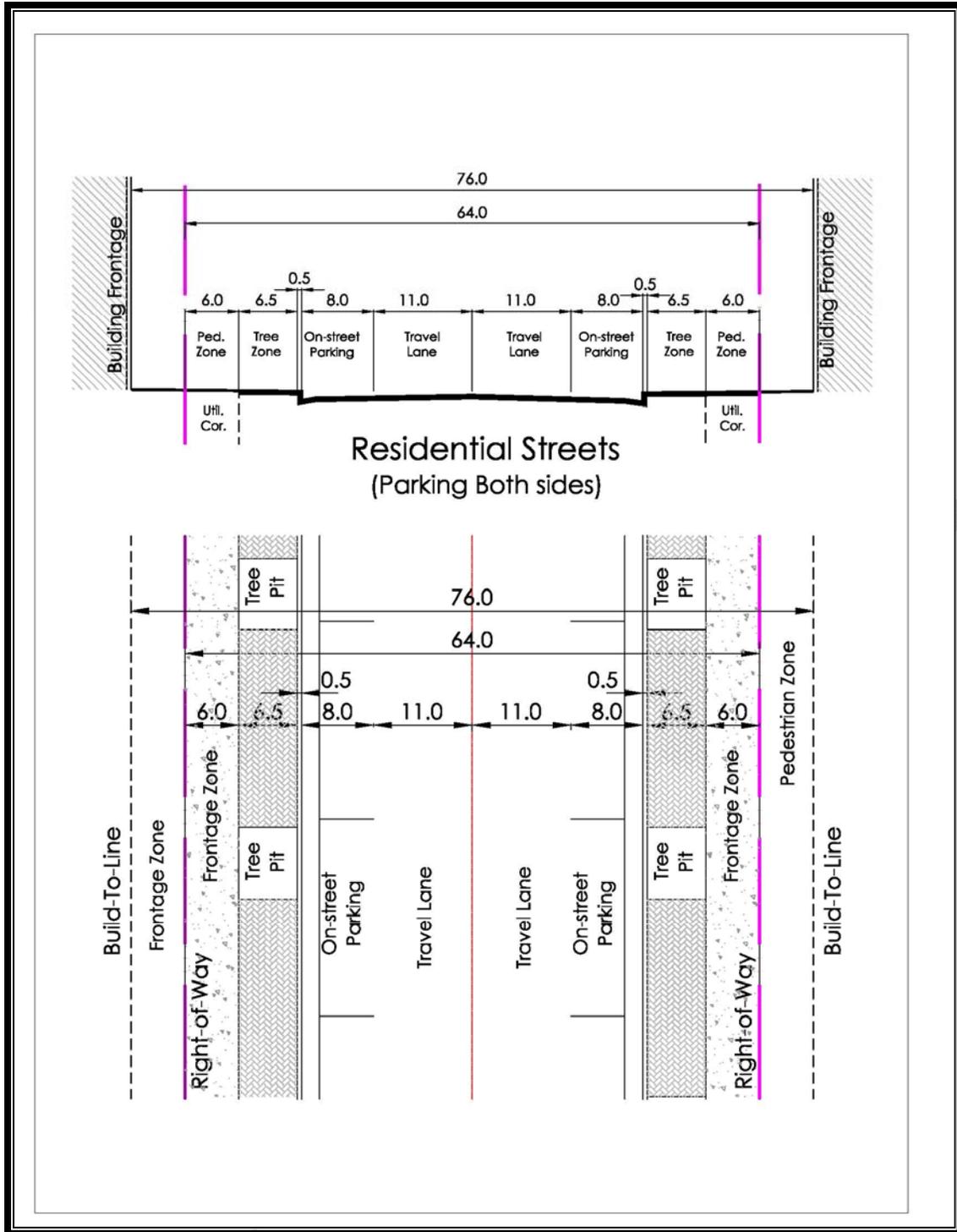
General Streets
 (Parking Both sides)



Residential Streets/Optional Streets Parking on One Side



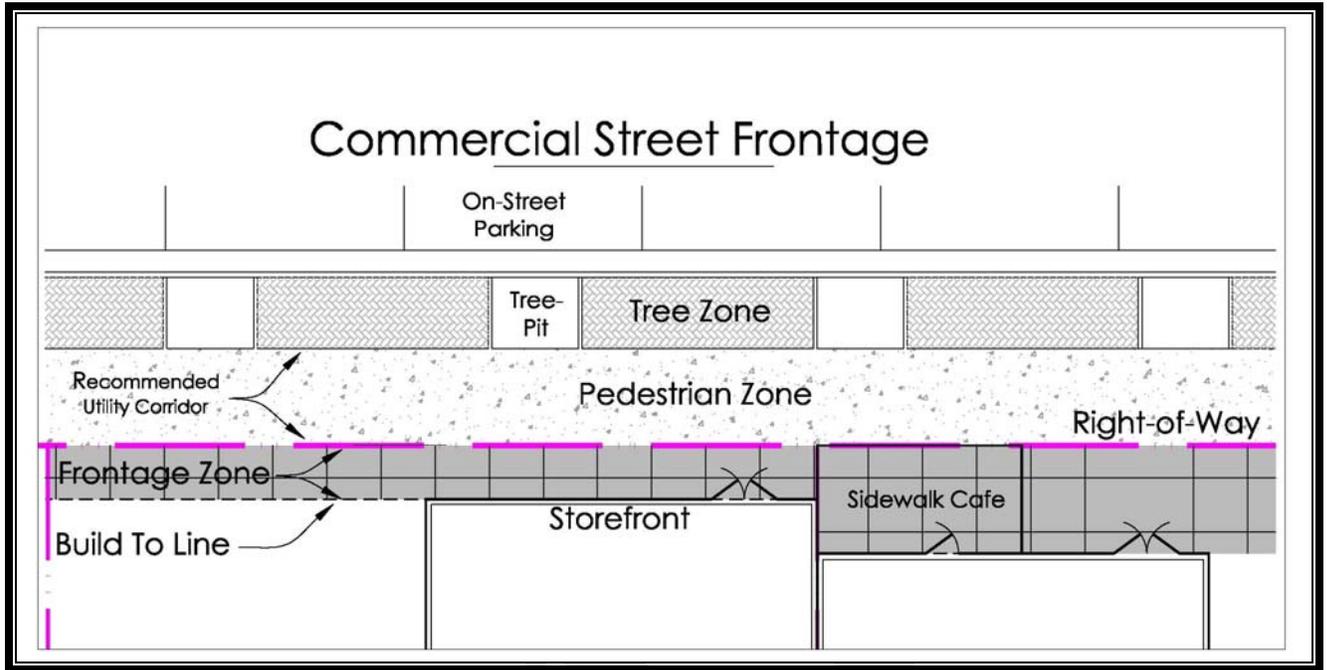
Residential Streets/Optional Streets Parking on Two Sides



B. Traffic Calming. At the discretion of the Land Development Official the parking lanes indicated on the street cross sections may have curb bump-outs at crosswalks and intermediate points along blocks to provide for traffic calming, enhance pedestrian safety and provide additional space for landscaping. Other Virginia Department Of Transportation (VDOT) approved traffic calming features, such as but not limited to speed tables and raised crosswalks may be provided

when determined to be acceptable by the Zoning Administrator and so long as they meet VDOT standards.

C. Sidewalks.



Streetscape Layout

- a. Sidewalks shall meet the dimensional requirements indicated for the street cross sections and shall be constructed to meet the Design and Construction Standards Manual and this Zoning Ordinance.
- b. Sidewalks shall be continuous across driveways and alleys.
- c. Sidewalk cafés and temporary sidewalk sales shall be permitted along E. Market Street, Catoclin Circle, and General Streets, in the frontage zone (the area between the Build-to Line and the right-of-way).
- D. Street Trees.** One medium or large canopy street tree shall be provided for every 40 feet, or one understory tree shall be provided for every 15 feet where conditions do not favor a canopy tree, of lot frontage in the tree zone between the sidewalk and street curb. The tree zone, as shown on the street cross sections (see also the DCSM) may be grass or sidewalks with planting beds or grates over continuous tree-root trenches as determined acceptable by the Zoning Administrator. Street trees shall comply with the sight distance standards of the Design and Construction Standards Manual except that locations may be modified by the Zoning Administrator due to engineering and sight distance constraints.
- E. Street Lights.** Except for E. Market Street Davis Avenue and Catoclin Circle, Pedestrian-scale street lighting meeting the Town of Leesburg specifications shall be installed within the tree zone between the street and sidewalk. Street light poles shall be no taller than fourteen feet (14') including the base.
- F. Street Furniture.** Benches and trash receptacles when provided shall be located within the tree zone of sidewalks and in park and plaza areas in accordance with Town Code standards.

G. Street Access. Individual driveways, shared driveways, commercial entrances or alleys may provide vehicular access from streets to lots. All new access, reconstruction of existing access or redevelopment of a site shall comply with the following:

1. Driveways for vehicular access shall be limited as follows.

Street Type	Maximum Permitted Driveway Access
E. Market & Catoctin Circle (western side)	1 vehicular access per block
Catoctin Circle (eastern side)	1 vehicular access per 400 feet of frontage
General Urban	1 vehicular access per 200 feet of frontage
Residential Street/Optional Street	1 vehicular access per single family detached building 2 vehicular accesses per lot containing more than 1 dwelling unit

2. All driveways shall be adequately spaced from street intersections in accordance with DCSM specifications.
3. For lots containing buildings other than single-family detached and two-family dwellings, driveways shall either be aligned with driveways on the opposite side of the street or sufficiently offset to avoid conflicting turning movements and shall meet DCSM requirements.
4. A driveway may be located within the corridor of a future street that is shown on the Town Plan Crescent District Future Streets Policy Map, provided shared access easements are granted to adjacent properties and the site plan allows the ultimate extension of the future street as shown on the Town Plan Crescent District Future Streets Policy Map.
5. Where the above access requirements cannot be met at the time of an individual property's development, a temporary driveway may be installed such that the site is configured to provide for future shared access with one or more adjoining sites. An agreement shall be provided to the Town stating that when the adjacent site(s) is developed, the shared access shall be installed, the temporary driveway shall be removed and the right-of-way restored in accordance with the streetscape requirements of this section. The property owner shall be responsible for the costs associated with his share of the shared access, removal of the temporary driveway and restoration of the streetscape.

H. Alleys. Alleys and private travelways are permitted in accordance with the design standards of the Design and Construction Standards Manual (DCSM) and Zoning Ordinance Article 11 Parking, Loading and Pedestrian Access.

I. Transportation Impact Analyses. Transportation impact analyses shall be required for development within the CD District as follows:

1. By-Right Applications (Site Plans and Subdivisions). A modified traffic impact analysis shall be required in the Crescent Design District in accordance with Sec. 7-111 Preparation of Traffic Studies of the Design and Construction Standards Manual (DCSM).
2. Legislative Applications (Special Exceptions and Rezoning). A traffic impact analysis shall be required and shall comply with the same standards that apply to rezoning and special exception applications located outside of the CD District.

3. Where required by 24VAC30-155, traffic impact analyses shall be prepared in accordance with state regulations and administrative guidelines. Transportation impact studies shall consider other modes such as transit, bicycles and pedestrians.
- J. Utilities.** Public utilities for stormwater, sanitary sewer and water may be located in the street right-of-way, rear alleys or in easements on the site. Other utilities, such as electricity, natural gas and telecommunication, shall be located in easements between the Required Build-to Line and the street right-of-way, within alleys or in easements along the rear of the lot and shall not interfere with the public street trees. The Town engineer may approve alternative locations for utilities. All new or relocated overhead utility lines shall be installed underground.

7.10.12 Modifications

A. Administrative Modifications. The following modifications to the regulations of this section may be approved by the Zoning Administrator:

1. The Required Build-to Line may be adjusted back by no more than 5 feet from that which is shown on the cross-sections contained in Sec. 7.10.11.A. This adjustment may be allowed to accommodate utility easements, allow for intersection sight distance, break-up large buildings with variable building lines, maintain consistency with adjacent building lines or to provide for patios, stoops, steps and outdoor dining or open space areas additional sidewalk space in front of the building.

B. Modifications Requiring Planning Commission or Town Council Approval. Modifications to the design requirements of Secs. 7.10.5 Site Requirements, 7.10.6 Building Type Specifications, and 7.10.7 Building Materials and Other Requirements, which include landscaping, parking and loading, and architectural standards may be approved by the Planning Commission, or in the case of a modification requested as part of a special exception or rezoning, by the Town Council, except where such authority is expressly given to the Zoning Administrator or the Land Development Official (LDO) in those sections.

1. Submission Requirements. A modification shall require an application that includes the following information:

- a. A written statement that clearly indicates by section and paragraph the modification that is requested and also includes a narrative justification for the modification. An architectural modification request shall include appropriate building elevations.
- b. A site plan and a front elevation drawing of the proposed building superimposed on a color drawing or photograph of the entire block showing the relationship of the proposed building to other buildings along the block.
- c. Additional information as may be required by the Land Development Official to provide a comprehensive application given the nature and extent of the modification requested.

2. Approval Criteria. The application shall be reviewed by the Planning Commission or Town Council based upon the following criteria:

- a. The design of the building shall be in keeping with the architectural character of the Old and Historic District and the desired character of the CD District, as articulated in the Town Plan and the Crescent District Master Plan. Buildings closer to the Old and Historic District (that is, between the Old and Historic District and Catoctin Circle) should reflect the historic architectural character of the Old and Historic District (that is, fronting on and outside of Catoctin Circle). More flexibility should be allowed in architectural character and design for buildings farther away from the Old and Historic District. This shall not prevent

innovation and creativity in design that is in keeping with the Crescent District Master Plan, as determined by the Planning Commission.

- b. The building shall be oriented toward the front sidewalk, have a functioning entrance and enhance the continuity of the pedestrian oriented environment. A modification shall not result in increasing the dominance of vehicular parking or garage doors along the front of the building.
- c. The design of the roof shall be compatible with character of other buildings along the block and shall meet district height requirements.
- d. The exterior finish materials shall be of equal or better quality, in terms of durability and appearance/texture similar to brick, stone, or wood, as those permitted in the district. The intent is to accommodate new technologies and building material while maintaining the desired character of Leesburg, as defined in paragraph 1, above.
- e. Ground floor windows shall be provided along the front sidewalk to maintain the pedestrian-orientation of the streetscape and upper story windows and shall not be incompatible with the rhythm and proportions of windows on other buildings along the block.
- f. Economic hardship will not be considered a reason for varying from any standard established in Sec. 7.10 Crescent Design (CD) District.
- g. The modification will not be contrary to the purpose and intent of Sec. 7.10 Crescent Design (CD) District.
- h. The modification is consistent with the Comprehensive Plan and any Town adopted plans.
- i. The modification includes compensating design or architectural features that meet the overall objectives of the particular requirement that is being modified.
- j. In approving a modification the Planning Commission or Town Council may impose such conditions regarding location, character and other features as it deems necessary for the protection of the general welfare and to ensure compliance with the intent and objectives of the Crescent Design District.
- k. The modification will not hinder or discourage the appropriate development and use of adjacent or nearby land or buildings.

3. Process and Action.

- a. **By-Right.** Once the application has been determined to be complete by the Land Development Official, the application and accompanying maps, plans or other information shall be transmitted to the Planning Commission for consideration and action after the issuance of the first submission comment letter. The Planning Commission shall render a final decision upon any modification properly before it within a reasonable amount of time under the circumstances.
- b. **Special Exception or Rezoning.** In the case of a modification requested as part of a special exception or rezoning, the application shall be processed with and shall track simultaneously with the special exception or rezoning request. The Town Council shall render a decision at the time of its action on the underlying rezoning.

- 4. **Written Determination.** The Planning Commission or Town Council shall set forth in writing the reasons for its determination.

7.10.13 Definitions The following definitions shall apply to the terms used in the CD District. Definitions contained in Article 18 shall also apply, except as modified herein.

- A. Average Exterior Sidewalk Elevation.** The median elevation of the sidewalk between its lowest point and highest point along that portion of the frontage of the lot where the Required Build-to Line is occupied by a building.
- B. Blank Wall.** A wall that is constructed of solid material without windows or doors.
- C. Building Height Map.** A map that illustrates that maximum allowable height of buildings in terms of feet and stories.
- D. Civic/Institutional Building.** A building type used by a government agency, school, place of worship, recreational use open to the public, including town, state and federal buildings, museums, libraries, elementary, secondary, and high schools, colleges, and universities, places of worship, meeting halls, police and fire stations, post offices, cultural, visual, and performing art centers and transit centers.
- E. Crescent Design District Map.** A map that is the coding key for the various use areas and where they are located in the Crescent Design District.
- F. Expansion of an Existing Building.** Additions to existing buildings where the framework of the existing structure remains.
- G. Frontage Type.** The classification for the building type standards, dimensional requirements and use of a site based upon the street that the lot fronts on.
- H. General Urban Building.** A building type that contains non-residential/commercial uses or a mixed use building with residential uses above the non-residential/commercial uses on the first floor.
- I. Height Areas.** A geographic area wherein buildings are limited to a maximum height, as shown on the Building Height Map.
- J. Leadership in Energy and Environmental Design (LEED).** An accreditation system for buildings and neighborhood design, based upon the rating system of the United States Green Building Council.
- K. Mixed-Use Building.** A building that contains some combination of non-residential and residential uses, such as a building with a non-residential use on the first floor and residential units above the first floor or live-work units. A building that contains a mixture of only non-residential uses shall be considered a “non-residential building.”
- L. Modifications.** A deviation from the regulations of the CD District where the authority is specifically provided to the Zoning Administrator, the Town Council or the Planning Commission. A modification shall not be considered a variance. Any deviations not specifically provided for shall not be allowed, but shall instead require a variance from the Board of Zoning Appeals.
- M. Multiple-Family Building.** Buildings containing 3 or more dwelling units that are accessed from common entrances and hallways where there are dwelling units on the first story. Buildings with all multiple family units located above the first story in mixed-use buildings shall be considered general urban buildings. Buildings with all dwelling units above the first floor and only common lobby/community space on the first floor shall also be considered general urban buildings.
- N. New Development or Redevelopment.** Construction of new principal buildings on a vacant site or a site where existing buildings are to be demolished.
- O. Non-Residential Building.** A building that does not contain residential dwelling units.
- P. Parking Structure.** A structure for parking of vehicles with at least one level of parking is above or below the ground level.

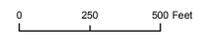
- Q. Pedestrian Entrance.** A door that provides pedestrian access to the public sidewalk. For a business that is open to the public, the door must be a usable entrance during business hours.
- R. Primary Façade.** The façade of a building located on a corner lot that is facing the more pedestrian-traveled street.
- S. Required Build-to Line.** A line shown on the Street Cross Sections along a street, a set distance back from the street, along which a certain minimum percentage must be occupied by building.
- T. Residential Building.** Single-family detached, single-family attached (townhouse), duplex, multiple-family (not in a mixed-use building) and assisted living residence. Residential units in a building with non-residential uses and live work are considered “mixed-use buildings.”
- U. Secondary Façade.** The façade of a building located on a corner lot that is facing the lesser street. The primary façade is the other front façade, which is facing the more traveled street.
- V. Story.** The space in a building between floor levels, or between a floor and the roof above that could be used by people (for living, work, storage, recreation, etc.).
- W. Story Height.** The height from the finished floor of the story to the finished floor of the story above.
- X. Terminating View.** A location at the end of a roadway at a “T” intersection or at a jog or a curve in the road that is visible to a person traveling down the street.
- Y. Visible From the Street.** Any building wall that faces the street or a building wall that is perpendicular, or at an angle, to the street and can be seen by a pedestrian or motorist traveling along the block frontage. Visible from the street shall also include any accessory structures, parking, loading or storage areas that are not screened from the street by means of a minimum 6-foot tall wall.

SEC. 7.10 APPENDIX A CRESCENT DESIGN DISTRICT MAP

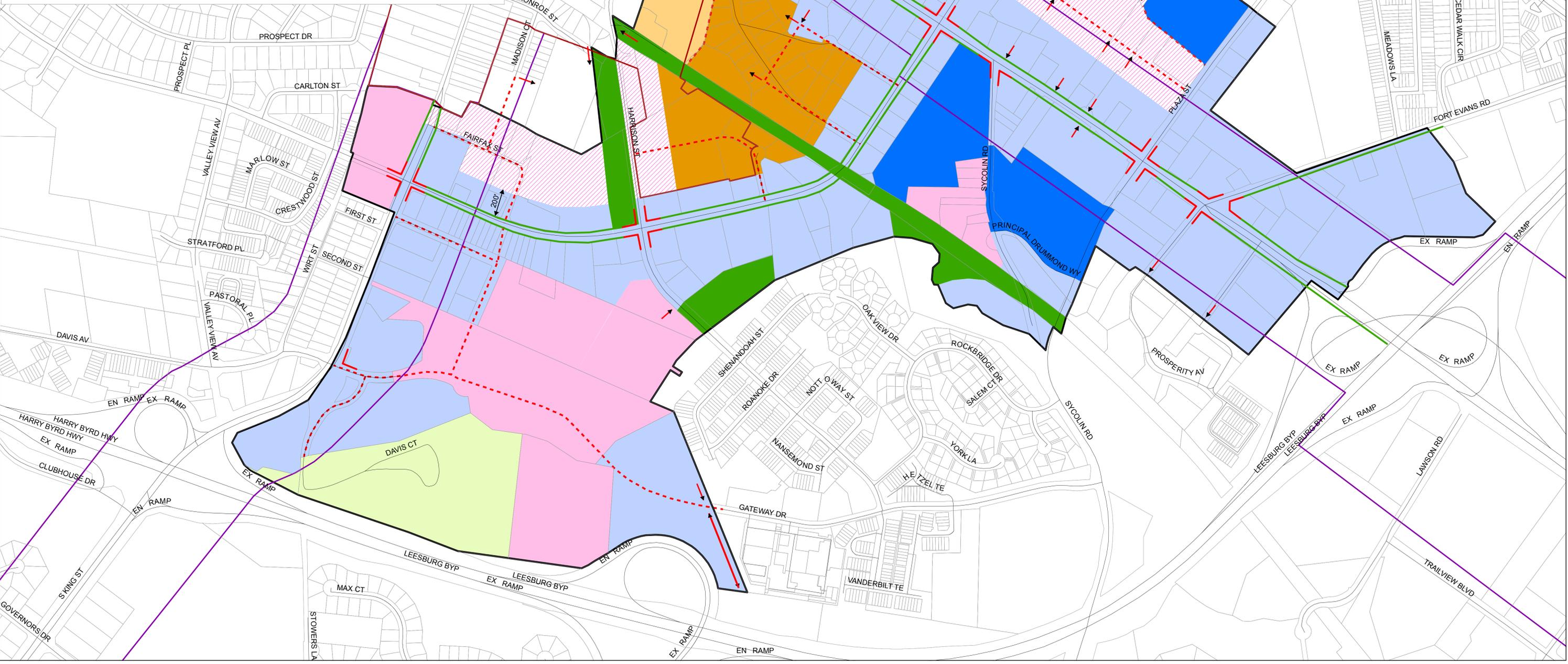
- Roads
- - - Future Public Roads per Town Plan
- ▭ Parcels
- Use Areas**
- ▭ Residential Medium
- ▭ Residential High
- ▨ Mixed Use Residential
- ▨ Mixed Use Commercial
- ▨ Mixed Use Optional
- ▭ Institutional
- ▭ Open Space/MUC Option
- ▭ Open Space
- ➔ Future Access Points per Town Plan
- ⊕ Building Nodes
- ⌒ Required Building Typology



1 inch = 300 feet



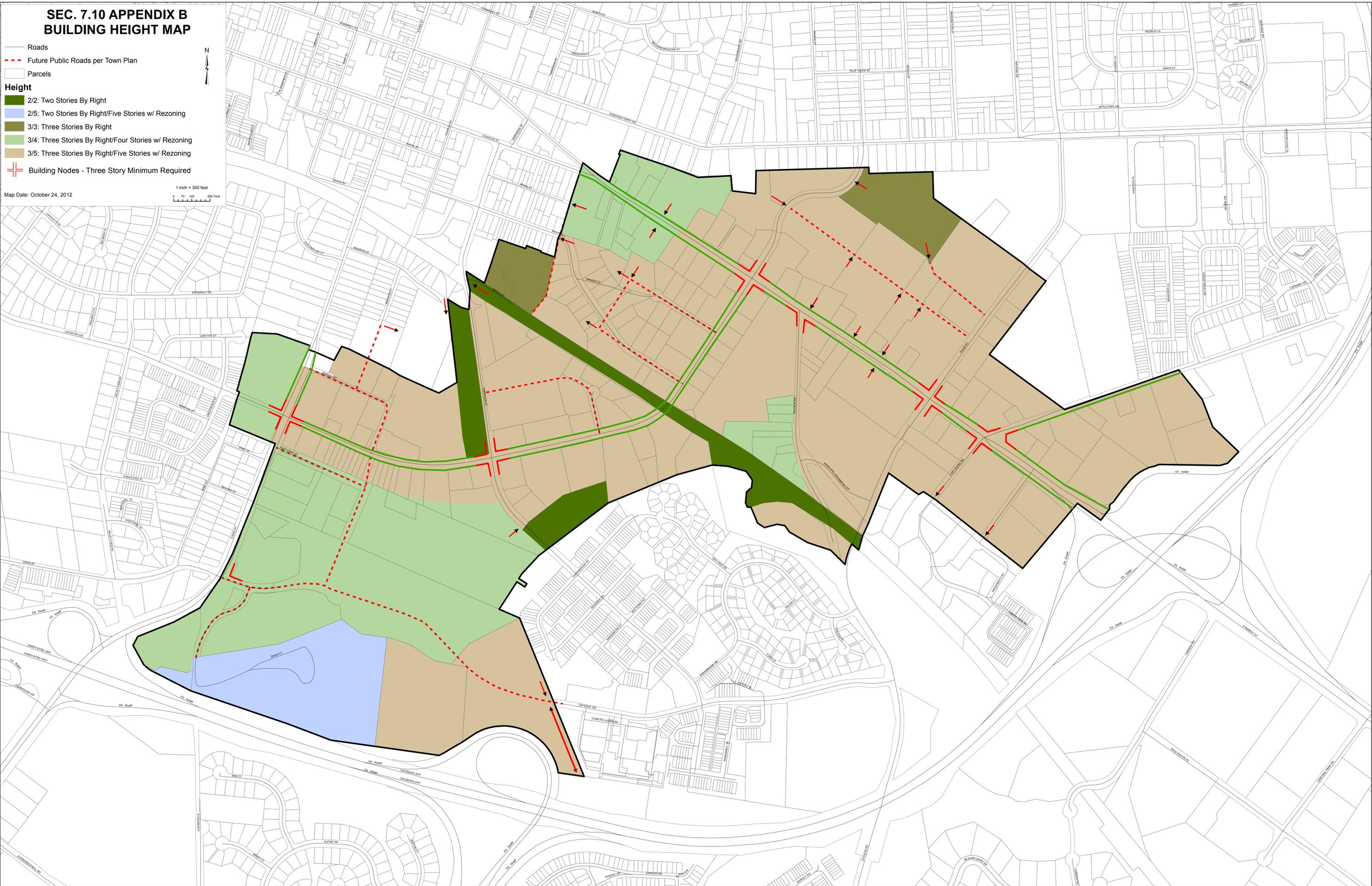
Map Created: October 24, 2012



SEC. 7.10 APPENDIX B BUILDING HEIGHT MAP

- Roads
- Future Public Roads per Town Plan
- Parcels
- Height**
 - 2/2: Two Stories By Right
 - 2/5: Two Stories By Right/Five Stories w/ Rezoning
 - 3/3: Three Stories By Right
 - 3/4: Three Stories By Right/Four Stories w/ Rezoning
 - 3/5: Three Stories By Right/Five Stories w/ Rezoning
- Building Nodes - Three Story Minimum Required

Map Date: October 24, 2012
1 inch = 300 feet
0 70 140 280 Feet



CRESCENT DESIGN DISTRICT RELATED ZONING ORDINANCE AMENDMENTS

1. **Sec. 7.5.3 Historic District Created, Established to delete the physical description of the Barber & Ross & Perry Properties from the H-1 District.**

Sec. 7.5 H-1, Overlay, Old and Historic District

7.5.3 Historic District Created, Established

A historic conservation district is hereby created within the town as an overlay on the Official Zoning Map under authority of Section 15.2-2306 of the Code of Virginia, 1950 as amended, to be known as the H-1 Overlay, Old and Historic District which includes the original boundaries shown on a map designated "Gray's New Map of Leesburg" drawn from the special surveys in the year 1878 as hereby amended and described as follows:

Beginning on the east at the intersection of Loudoun and Market Streets and running northeast parallel to Church Street to the intersection of a line in projection of North Street; thence northwest in a straight line to and along North Street to the intersection of Church Street; thence northeast in a straight line parallel to King Street to the intersection of a line in projection of Union Street; thence in a straight line northwest to and along Union Street to the intersection of a line in extension of Liberty Street; thence southwest in a straight line to the intersection of Liberty and North Streets; thence northwest in a straight line in extension of North Street until intersecting a line in projection of Ayr Street; thence southwest to and along Ayr Street to a point on the east right-of-way of Dry Mill Road; thence right along the curb of said right-of-way having a radius of 225.43 feet to the center of the Town Branch; thence along the Town Branch S 41o 10' 41" E to the projection of Ayr Street, thence southwest along the projection of Ayr Street 100 feet; thence in a straight line in extension of South Street southeast to Town Branch; thence S 36o 10' 42" E along Town Branch to the Washington and Old Dominion Trail; thence paralleling the trail and Town Branch 594.12 feet along a curve to the right having a radius of 3646.36 feet to the extension of the western right-of-way of Liberty Street; thence N 22o 45' 00" E to the intersection of a projection of South Street; thence in a straight line in extension of South Street southeast to a point 200 feet west of King Street, still on an extension of South Street; thence in a straight line southwest parallel to King Street to a point 500 feet south of the railroad; thence east across King Street in a straight line parallel to South Street for 1700 feet; thence northeast in a straight line parallel to King Street to the intersection of Loudoun and Market Streets, to also include properties at 406 through 418 South King Street and 420, 422, 423, 424 and 426 through 432 South King Street; 216 and 226 Edwards Ferry Road ; 305 through 430 West Market Street; 6 Wilson Avenue, N.W., 10, 14, 18 and 102 Morven Park Road, N.W. and 9 and 21 Ayr Street, N.W. and 302-334 Loudoun Street, S.W. (inclusive of even numbered addresses only), 106 Morven Park Road, N.W., 380 Rock Spring Drive, S.W., 329 Loudoun Street, S.W., the 8.05-acre Allman tract on South King Street, Dodona Manor at 217 Edwards Ferry Road, N.E., and the 16.24-acre Paxton Property (Carlheim) at 420 Wildman Street, N.E. ~~Beginning at a point on the southwest line of the~~

land of the Northern Virginia Regional Park Authority, being a part of the Washington and Old Dominion Trail right of way, said point also marking the northeast corner of a property of the Town of Leesburg. Thence departing the Town property, running with the south west line of the NVRPA, S 57° 15' 37" E—405.00 feet to the northerly corner of a property of AT&T Communications of Va, Inc., Thence departing the NVRPA, running around the AT&T parcel the following courses: 1) S31° 55' 17" W—60.00 and 2) S48° 55' 05" E—60.00 feet to a point on the northwesterly line of Parcel B SRL Properties Division now in the name of Barber & Ross Company. Thence departing Perry running with the line of the AT&T Communications property; N59° 35' 23" E—77.00 feet to a point on the southwest line of the NVRPA. Thence departing AT&T, running with the south west line of the NVRPA, S57° 17' 34" E—447.16 feet to a point on the line of the NVRPA, being the northerly corner of Lot 4, Section 1: Catoctin Circle Industrial Subdivision. Thence departing the NVRPA running with the westerly lines of Lot 4 the following courses: 1) S30° 12' 39" W—114.02 feet to a point, and 2) S59° 47' 21" E—119.57 feet to a point on the north line of Industrial Court (50' r/w). Thence departing Lot 4 running with the north west and west line of Industrial Court the following courses: 1) with a curve to the left as follows: R = 50.00' | A = 87.35' | Ch = 76.68' | Ch Brg = S 37° 30' 32" W to the p.t. of the curve, and 2) S12° 33' 45" E—137.00 feet to a point on the west line of Industrial Court marking the north east corner of Lot 1. Thence departing Industrial Court running with the north line of Lot 1; S77° 26' 15" W—179.93 feet to the north west corner of Lot 1, lying on the east line of property of the Middleburg Bank. Thence departing Lot 1 running with the east line of Middleburg Bank, N12° 19' 35" W—15.24 feet to the north east corner of Middleburg Bank, being an angle point in the west line of Lot 2. Thence departing Lot 2 running with the north line of two parcels of the Middleburg Bank; S77° 31' 24" W—594.55 feet to a point on the east line of Harrison Street, S.E. (70' wide). Thence departing Middleburg Bank running with the east line of Harrison Street, S.E.; N08° 14' 14" W—502.69 feet to a point on the south west line of a property of the Town of Leesburg. Thence departing Harrison Street, S.E. running with the south east line of the Town property, N59° 35' 23" E—103.45 feet to the south east corner of the Town property, lying on the northwest line of Parcel B SRL Division. Thence departing Parcel B running with the east line of the Town property; N10° 08' 16" W—475.55 feet to the point of beginning, containing 507,474 square feet, or 11.65 acres of land; Loudoun County Parcel Numbers 231-19-3353, 231-19-6022, 231-19-6044 and 231-19-0774.

2. Sec. 7.6.2 District Created to amend the text to delete H-2 Overlay areas included in the CD District.

Sec. 7.6 H-2, Historic Corridor Architectural Control Overlay District 7.6.2 District Created

The H-2, Historic Corridor Architectural Control District is hereby established as an overlay on the Official Zoning Map under authority of Section 15.2-2306 of the Code of Virginia, 1950, as amended, to be known as the H-2 Overlay District with boundaries to include all or parts of parcels, exclusive of the H-1 Overlay District, within 1,000 linear feet of the right-of-way centerline along Route 7 from the east corporate limit to the Route 7/15 by-pass; ~~500 linear feet of the right-of-way center line along Route 7 from the Route 7/15 by-pass to the east side of Catoctin Circle along its intersection with Route 7, East~~; 300 linear feet from the right-of-way center line along Route 7, West from the western boundary of the H-1 Overlay District ~~west side of Catoctin Circle along its intersection with Route 7 East~~ to the west corporate limits, and 500 linear feet of the

right-of-way centerline of Route 15 from the north corporate limits to the southern corporate limits excluding parcels 231-17-2346; 231-17-0408; 231-17-6450; 231-9342; and, all properties within 500 feet of the center line along the east side of S. King Street from Fairfax Street, SE to the Route 7/15 by-pass.

3. Add Eating Establishments without drive-in windows to the Employment Sub-District

9.3.9 Eating establishment (without drive-in)

In the I-1 District and the Employment sub-district of the Crescent Design District, eating establishments without drive-in facilities shall be located in the same building as the principal uses primarily served and shall occupy not more than twenty-five (25%) percent of the gross floor area of the building.

4. Revise Recreation Facility standards for CD District.

9.3.21 Recreation Facilities

- A. No building used for or in conjunction with a recreation facility shall be located within fifty (50) feet of any property line except within the Crescent Design District.
- B. All lighting fixtures used to illuminate outdoor areas shall be designed to avoid glare in surrounding areas. The facility shall be lit only during the hours that the facility is open for business, except for necessary security lighting.
- C. A lighting plan shall be submitted to verify that all lighting fixtures are directed onto the site, and will not impact adjacent properties or roadways.
- D. The hours of operation for outdoor recreation facilities shall not exceed 7 a.m. to 11 p.m.
- E. Outdoor recreation facilities shall be located and screened to minimize impact on adjacent properties.
- F. Indoor recreation facilities shall be soundproofed to prevent noise levels from exceeding 55 dB (A) (SLOW meter response) at the property line of any lot containing a residential use.
- G. Within the Crescent Design District all recreation facilities must be completely enclosed within a building.

5. Add performance standards for Technical Schools

9.3.23.1 School, Technical

A. By Right. Technical Schools are permitted by right in accordance with the use standards provided below:

1. All instruction shall be provided within a fully enclosed structure.

2. The building shall be adequately soundproofed and constructed so that there will be no noise, vibration or odors detrimental to other properties.
3. No modifications of the zoning ordinance shall be required.

B. Special Exception. Technical schools shall require special exception approval in the following cases:

1. Where the proposed technical school does not comply with all of the standards for a by right technical school set forth in Sec. 9.3.23.1.A; or
2. Where Instruction involves motorized vehicles; or
3. Where materials used for instruction purposes requires specialized ventilation or hazardous material disposal; or
4. Where the likelihood of noise, vibration, and/or odors, which cannot be mitigated within the structure, effects neighboring property during the instructional period.

6. Amend Shared Parking to make by-right.

11.4.2 Shared Parking (Joint Use)

Required off-street parking spaces may be provided cooperatively for two or more nonresidential uses, subject to the approval by the Land Development Official (LDO) of appropriate legal instruments to ensure the permanent availability of off-street parking for all such uses. The amount of parking provided for all such nonresidential uses shall equal the sum of the amounts of parking required for each of the respective uses; provided, however, the ~~Planning Commission~~ LDO may authorize a reduction in the total number of required parking spaces when the ~~Planning Commission~~ LDO makes a determination that two or more uses can be adequately served by the same parking spaces by reason of the characteristics of the land uses and the hours of operation. ~~The Land Development Official shall make a recommendation to the Planning Commission regarding any such proposed reduction in the number of required parking spaces.~~ The ~~Planning Commission~~ LDO is also authorized to require restrictions on the use and hours of operation of any uses that share parking spaces.

7. Amend Shared Parking (Mixed Use) to make by-right.

11.4.5. Shared Parking (Mixed Use)

Required off-street parking spaces may be provided cooperatively for two or more uses within a mixed use development in accordance with the Time of Day Factors provided below. Use of shared parking reductions are subject to the determination by the ~~Planning Commission~~ Land Development Official (LDO) that two or more uses can be adequately served by the same parking spaces by reason of the characteristics of the land uses and the hours of operation. The ~~Land Development Official~~ LDO shall make a ~~recommendation to the Planning Commission~~ determination regarding any such proposed reduction in the number of required parking spaces. The ~~Planning Commission~~ LDO is also authorized to require restrictions on the use and hours of operation of any uses that share parking spaces. Any shared parking reductions shall also be subject to the approval by the ~~Land Development Official~~ LDO of appropriate legal instruments to ensure the permanent availability of off-street parking for all uses.

- A. Shared Use Time of Day Factors:** In order to determine the minimum required parking spaces in a mixed use development, apply the Time of Day factors provided below to the minimum required parking spaces as provided by Section 11.3 to each land use type in the mixed use development, for example,

Mon-Fri	Use	Total Req'd x Time/Day Factor	Adjusted Total Required	Overall Total Spaces Req'd
8 AM – 5 PM	Office	191 x 96%	183	368
	Retail	86 x 77%	66	
	Restaurant	181 x 66%	119	

In the example above the time of day factors reduce the total number of required spaces by 90 from the minimum required per Section 11.3. The same calculation shall be repeated for each of the time periods found in the weekday and weekend tables below to determine the overall adjusted total number of spaces required by the development.

Compare the calculations; the lesser is the minimum number of parking spaces that need to be provided. The ~~Planning Commission~~ **LDO** shall make the determination as to whether this minimum will be sufficient to adequately serve the mixed use development ~~upon the recommendation of the Land Development Official.~~

Weekdays

	8AM – 5 PM	6PM – 9PM	10 PM – 7AM
Retail	77%	80%	12%
Fine/Casual Dining	55%	99%	65% (12am)
Family Restaurant	72%	75%	41%
Fast Food	66%	60%	10%
Movie Theater	48%	85%	62% (12 AM)
Health Club	70%	85%	39%
Lodging	64%	79%	96%
Residential	75%	96%	98%
Office (General)	89%	12%	11%
Office (Medical)	96%	37%	0%
Bank	96%	0%	0%

Developed from *Shared Parking*, Second Edition, Urban Land Institute, 2005

Weekends

	8AM – 5 PM	6PM – 9PM	10 PM – 7AM
Retail	71%	68%	14%
Fine/Casual Dining	32%	94%	77%
Family Restaurant	72%	59%	17%
Fast Food	66%	62%	10%
Movie Theater	58%	85%	77%
Health Club	46%	49%	32%
Lodging	64%	79%	96%
Residential	75%	96%	98%

Office (General)	63%	5%	0%
Office (Medical)	82%	0%	0%
Bank	66%	0%	0%

Developed from *Shared Parking*, Second Edition, Urban Land Institute, 2005

8. Add Definition for “2 over 2” Dwellings

18.1.172.1 Single-Family Attached (Stacked Townhouse) Dwelling

Buildings configured to place one single family dwelling unit directly on top of another single family dwelling unit, each having independent access to the outside, with the whole having the appearance of a single unified structure. Stacked townhouses shall be a minimum of three (3) units wide, and shall be vertically separated by a common party wall. Stacked townhouses are also referred to as “two-over-two” dwellings and are typically incorporated in a common owners association.

ARTICLE 5

STORM DRAINAGE

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5-244 TOWN OF LEESBURG DESIGN & CONSTRUCTION STANDARDS

14. When bridges are located adjacent to gutter sections, it will be necessary to coordinate the drainage design with the bridge designer. For bridges without deck drains, the flow from the entire bridge plus any flow crossing the bridge shall be collected in the storm sewer system. For bridges with deck drains, it will be necessary for the drainage designer to review each drain's size, type and location. The flow capacity of deck drains as well as their potential for clogging shall be fully considered and the storm sewer system designed accordingly.
15. The interception facilities for interstate highways, limited access highways and other major arterials should be designed so that the spread (based on a rainfall intensity of 4.0 in./hr.) does not exceed one-half of the running lane width, and there is no significant damage to adjacent property during a storm whose rainfall intensity is determined by a 50-year recurrence interval and the actual time of concentration.
16. Under certain circumstances, such as underpasses or depressed roadway sections, where ponded water can only be removed through the storm sewer system, the 50-year storm (using the actual time of concentration) should be used as the check storm and excessive depth of ponding should be avoided.

5-245 Grate Inlets and Yard Inlets

1. Grate and yard inlets in a sump location shall be designed assuming 50 percent clogging. These inlets operate as weirs at shallow depths and as an orifice at greater depths. Grates of larger dimension and grates with more open area, i.e., with less space occupied by lateral and longitudinal bars, will operate as weirs to greater depths than smaller grates or grates with less open area. *Refer to Virginia Department of Transportation Drainage Manual, for specific grate inlet design. Refer to Standards DS-2, and DS-3 in Appendix A.*
2. Grate inlets outside the travelway of public roads on continuous grade shall be designed assuming 50 percent clogging. Flow passing over the grate, if applicable, shall be collected at the next downstream inlet. *Refer to the Virginia Department of Transportation Drainage Manual.*
3. Grate inlets within roadway pavement, face of curb to face of curb of public roads, are prohibited. (Standard VDOT DI-2 inlets **are permitted within the parallel parking lanes within the Crescent Design District. In all other instances, DI-2 inlets** may be used on a case by case basis with the prior approval of the Director).

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TRANSPORTATION
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ARTICLE 7

TRANSPORTATION

SECTION 7-100 PRELIMINARY STREET PLANNING

7-110 General Requirements

1. All streets constructed in conjunction with subdivision plats, construction drawings and or all types of site plans, construction plans and/or capital improvements plans shall be designed to comply with the geometric standards of the Virginia Department of Transportation (VDOT) except as modified by the Design and Construction Standards Manual. The standards set forth herein require that design be based on projected traffic volumes and functional classification. For purposes of this article "site plan" shall include Final Site Plan and Minor Site Plan.
2. When development proposes to:
 - a. Relocate existing streets or roads.
 - b. Encroach upon existing public rights-of-way or easements with physical improvements.

The Developer shall be responsible for replacement of the road, street, and right-of-way or easement on new location during development of the property. Such replacement shall be to the standards and specifications set forth in this Manual, shall be approved by the Director, and shall be at no cost to the town.

3. All projects subject to the Virginia Department of Transportation 527 Traffic Study requirements shall obtain applicable approvals from VDOT prior to approval of subdivision and/or site plans.

7-111 Preparation of Traffic Studies

1. All preliminary plat and site plan submissions which contain or are adjacent to roads which carry or are proposed to carry more than 500 vehicles per day (VPD), shall have a traffic study prepared by a Professional Engineer. This traffic study shall only be required to the point where the site generated traffic is less than or equal to 15 percent of the total roadway volume excluding site traffic or (when applicable) as required by a VDOT 527 Traffic Study. The following information shall be provided for each entrance and street intersection at the year of completion and 20 years from the date of completion:

SECTION 7-200 STREET FUNCTIONAL CLASSIFICATIONS

7-210 General

1. Functional classification is the process by which streets and highways are grouped into systems according to the character of service they provide or are intended to provide. It is a method of organizing the network of streets into hierarchies of travel movement for comprehensive transportation planning.
2. The hierarchy of functional classification in the Town of Leesburg shall be:
 - A. Limited access facilities.
 - B. Major (principal) arterial streets.
 - C. Minor arterial streets.
 - This road type within the “Crescent Design District” would be referred to as an “Urban Boulevard”. Design criteria for these specific roads shall generally follow the minor arterial street criteria unless certain design elements are specifically modified as set forth in this manual and or Section 7.10 of the Zoning Ordinance.
 - D. Through collector streets.
 - E. Local collector streets.
 - This road type within the “Crescent Design District” would be referred to as “General Street”. Design criteria for these specific road types shall generally follow the local collector streets criteria unless certain design elements are specifically modified as set forth in this manual and or Section 7.10 of the Zoning Ordinance.
 - F. Local streets.
 - This road type within the “Crescent Design District” would be referred to as “Residential / Optional Street”. Design criteria for these specific road types shall generally follow the local streets criteria unless certain design elements are specifically modified as set forth in this manual and or Section 7.10 of the Zoning Ordinance.
3. The urban functional classification is applied to the entire network of streets in the Town of Leesburg. *Refer to Detail TD-2 of this Article for a graphic illustration of these classifications.*

7-220 TOWN OF LEESBURG DESIGN & CONSTRUCTION STANDARDS

4. The Major Arterial Street System
 - A. The major arterial street carries the principal portion of the vehicular trips entering and leaving urban areas as well as the majority of through movements desiring to bypass the central town. Significant intra-area travel and important intra-urban may be served by this class of facilities.
 - B. Within the major arterial system, the concept of service to the abutting land is subordinate to the priority of travel service and major traffic movements.
5. The Minor Arterial Street System
 - A. The minor arterial street system interconnects and expands the principal arterial system and provides service to vehicular trips of moderate length at a somewhat lower level of travel mobility.
 - B. This system serves intra-urban vehicular trips between smaller geographic areas than those associated with the major arterial system.
6. The Collector Street System
 - A. The collector street system differs from the arterial systems in that facilities on this system penetrate neighborhoods, local collectors also may provide access to abutting land use.
 - B. The collector street distributes vehicular trips from the minor arterials through the area to the ultimate destination which may be on a local or collector street.
7. The Local Street System
 - A. The local street system provides direct access to abutting land and access to the higher order system and offers the lowest level of mobility.
 - B. Through traffic on these facilities is deliberately discouraged.
 - C. A local street system is further defined as a tertiary subdivision street which for the purposes of this Manual shall be a cul-de-sac or small loop street.

7-220 Street Classifications

1. Streets within the Town of Leesburg shall be functionally classified by projected traffic at project build out plus 20 years. This method of classification shall be utilized up to and including a Through Collector. Arterials are to be as shown in the Town Plan.

A. Cul-de-sacs, loops, and other streets of fixed vehicular generation

Projected Vehicles per day	Functional Classification
Up to 250 VPD	Local Street
251- 500 VPD	Local Street

B. Tertiary subdivision streets

Projected Vehicles per day	Functional Classification
Up to 250 VPD	Local Street

C. Major subdivision roads and streets

Projected Vehicles per day	Functional Classification
251- 1000 VPD	Local Street
1001- 2000 VPD	Local Collector
2001+ VPD	Through Collector
As shown on Town Plan	Minor Arterial
As shown on Town Plan (Major Arterial)	Principal Arterial

D. Determination of the functional classification by projected vehicle counts is presented as a guide for subdivisions and planned developments and may be modified by the Director to account for site particulars.

(End of Section)

7-300 TOWN OF LEESBURG DESIGN & CONSTRUCTION STANDARDS

SECTION 7-300 STREET DESIGN REQUIREMENTS

1. Typical sections shall be labeled by functional classification only. Streets shall conform to the following design requirements based upon projected traffic counts and functional classification. The following tables are taken from the Virginia Department of Transportation Subdivision Street Standards and modified for the Town of Leesburg standard pavement sections, right-of-way widths and design criteria.
 - A. Geometric Design Guides for Major Subdivision Roads and Streets. No super-elevation required until projected vehicles per day exceeds 1,000 VPD (8):

Projected Vehicles Per Day (VPD)	Terrain	Maximum % Grade	Minimum Design Speed (MPH)	Absolute Minimum Stopping Sight Distance (ft)	With Curb and Gutter Minimum Distance Face to Face Curbs (ft)	Minimum Right-of-Way (ft)	Functional Classification (1)
251- 500	Rolling	9	30	200 (6)	(4)	60 (7)	Local Street
501-1000	Rolling	8	30	200 (6)	(5)	60	Local Street
1001-2000	Rolling	8	30 (2)	200 (6)	(5)	60 (7)	Local Collector
2001+	Use VDOT Standard-Rolling	GS-7	30 (2)	200 (6)	*	70	Through Collector
As Per Town Plan	Rolling	GS-6	40	275(6)	*	90	Minor Arterial
As Per Town Plan (Major) Arterial	Rolling	GS-5	50	375(6)	*	120	Principal Arterial

* Width to be determined by capacity analysis; all lanes to be 12 feet wide with 2 foot Curb and gutter and 1 foot curb clearance at median (if used.)

B. Geometric Design Guides for Tertiary Subdivision Streets (9):

Projected Vehicles Per Day (VPD)	Terrain	Maximum % Grade	Minimum Design Speed (MPH)	Absolute Minimum Stopping Sight Distance (ft)	With Curb and Gutter Minimum Distance Face to Face Curbs (ft)	Minimum Right-of-Way (ft)	Functional Classification (1)
0-250	Rolling	9(3)	25	125(6)	(4)	60(7)	Local Street

B. Geometric Design Guides for Cul-de-sacs, Loops, and Other Streets of Fixed Vehicular Generation (8):

Projected Vehicles Per Day (VPD)	Terrain	Maximum % Grade	Minimum Design Speed (MPH)	Absolute Minimum Stopping Sight Distance (ft)	With Curb and Gutter Minimum Distance Face to Face Curbs (ft)	Minimum Right-of-Way (ft)	Functional Classification (1)
0-250	Rolling	9(3)	25	125(5)	(4)	60(7)	Local Street
251-500	Rolling	9(3)	25	125(5)	(4)	60(7)	Local Street

D. Footnotes:

- (1) Determination of functional classification by projected vehicle counts is presented as a guide for residential subdivisions and planned developments and may be modified by the Director to account for individual site differences.
- (2) On principal arterial, minor arterial, or through collector streets with a traffic count of more than 2,000 VPD there shall be no direct access from one and two-family residential driveways.
- (3) Grades of relatively short lengths (up to 300 feet) may be increased to ten percent absolute maximum. Approval by the Director is required and design rationale must show that such steep grades will not cause an intolerable maintenance situation.

- (4) Minimum face to face curb dimensions take into consideration parking on the street as follows:
- No Parking 26 feet
 - Parking on one side in “Crescent Design District”...30 feet**
 - Parking on one side 29 feet
 - Parking on both sides in “Crescent Design District”...38 feet**
 - Parking on both sides 34 feet
- (5) Minimum face to face curb dimensions take into consideration parking on the street as follows:
- No Parking 26 feet
 - Parking on one side in “Crescent Design District”...30 feet**
 - Parking on one side 31 feet
 - Parking on both sides in “Crescent Design District”...38 feet**
 - Parking on both sides 36 feet
- (6) Sufficient stopping sight distance must be provided to safely accommodate realistic operating speeds notwithstanding the suggested design speed shown in the tabulation. In addition, all intersection sight distance shall meet current VDOT standards.
- (7) A minimum 60 feet of right-of-way is required. Increased widths may be provided in increments of two (2) feet, as necessary to accommodate the full roadway elements including cut or fill slopes. **Right of way widths for all roadway typical sections within the “Crescent Design District” shall conform to standards set forth in Section 7.10 of the Zoning Ordinance.** Widths shown provide accommodation for sidewalks on both sides of the street. The minimum right-of-way width may be reduced when applicable circumstances warrant such a reduction such as when required street trees are planted outside the right-of-way due to design constraints or parking is not permitted on one or both sides of the street.; **however, in no instance shall a reduction in right of width be granted for properties located within the “Crescent Design District”.**
- (8) Due to the normal density of development adjacent to residential subdivision streets, standard curve super-elevation is not practical; therefore, on local streets with less than 1,000 projected vehicles per day (VPD) where the posted speed is 25 mph, no super-elevation is applicable. On local collectors with traffic volumes between 1,000 and 2,000 VPD and the posted speed is 25 mph; the maximum

super-elevation rate shall be 0.0208 ft/ft (reverse crown). For arterials or through collectors with projected volumes exceeding 2,000 VPD or where the posted speed is greater than 25 mph, super-elevation and pavement widening should be provided in accordance with:

- (a) Standard TC-4 of Virginia's Department of Transportation road design standards when performing rehabilitation work on existing pavements originally constructed utilizing TC-4.
 - (b) Standard TC-5 of Virginia's Department of Transportation road design standards when performing reconstruction of existing pavements or when building pavements on a new location.
- (9) Due to local nature of streets and low design speed, curve super-elevation is not required.
2. Each street should have continuity of design throughout. Therefore, multiple or "step down" typical designs will not be acceptable except where a major traffic generator such as an intersection with a collector street would delineate a clear line of demarcation.
 3. An adequate public and private turnaround shall be provided at the end of dead-end or cul-de-sac streets to allow safe maneuvering by service vehicles, highway equipment, and school buses. A minimum 45-foot pavement radius and 57-foot right-of-way radius is required for public cul-de-sac turnarounds with 3 ft min grass strip (~~60-62~~ ft right-of-way radius is required with ~~6-8~~ ft min planting strip). *Refer to Standard TS-1, TS-1A and TS-2 in Appendix A.*
 4. Each cul-de-sac shall have a minimum of identifiable typical street sections equal to the normal lot width between the intersecting street curb return and the beginning of the circular turn-around. Absolute minimum length of typical street sections shall be 75 feet (PC to PC). *Refer to Standard TS-1 and TS-1A in Appendix A.*
 5. The minimum centerline radius to be used for local roads and streets with no super-elevation shall be 250 feet.
 6. For the purpose of this Article, "local streets" shall be defined as subdivision streets with single family driveways.
 7. Streets in areas zoned industrial shall have a minimum width, face of curb to face of curb, of 52 feet, and a minimum pavement section as listed for through collectors.

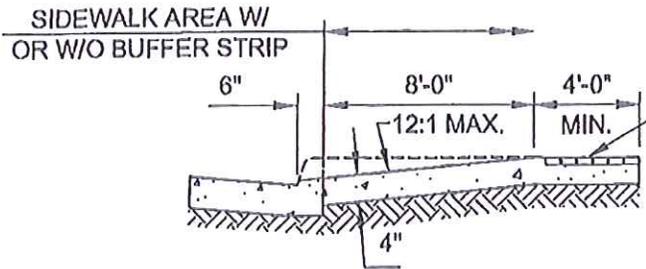
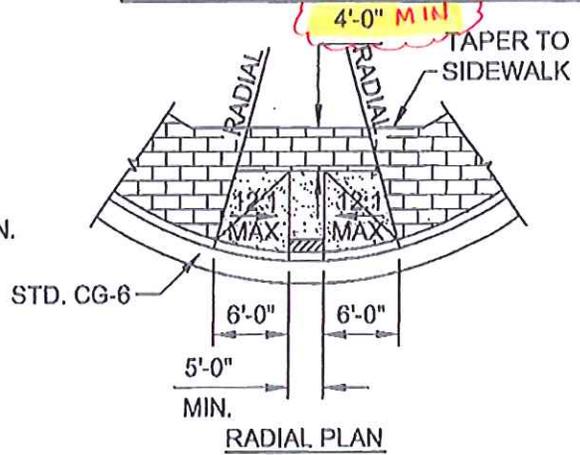
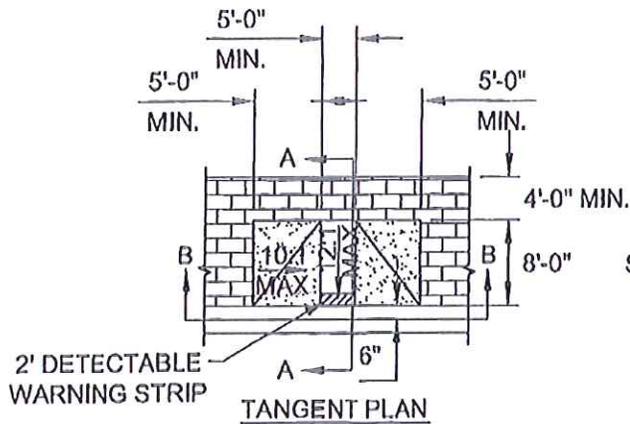
7-310 TOWN OF LEESBURG DESIGN & CONSTRUCTION STANDARDS

8. All elements of roadway design must meet the Virginia Department of Transportation road design standards except as modified to be more restrictive herein. In situations where it is not clear as to whether VDOT's or the Town's regulations are more stringent, the final design requirements shall be determined by the Director.
9. Spacing of crossovers on divided highways shall be based upon the design speed of the road and meet the requirements of the Virginia Department of Transportation's *Road Design Manual, latest edition*.

7-310 General Criteria

1. All rights-of-way shall conform to the standards as set forth in this Manual **as well as the Town's Zoning Ordinance**.
2. For a subdivision that abuts one side of any publicly owned and maintained street, the subdivider shall be required to dedicate one-half of any right-of-way necessary to make such street comply with the minimum width established for same.
 - A. The Applicant may be required to dedicate more than one-half of the right-of-way to improve the horizontal alignment or meet the minimum design standards for that street.
3. Where required, easements with widths appropriate to the proposed purpose intended shall be provided.
 - A. If the Applicant is unable to obtain the off-site easements necessary to construct streets to the property line, it is permissible to stop the street construction a distance from the boundary of the subdivision sufficient to allow the proper slope to the boundary line, and provide a cash deposit for future completion of the street to the boundary line. Please note that this does not relieve the Applicant from meeting the requirements of Section 7-310.2.
 - B. On-site grading easements shall be recorded to allow for future completion of the street when the off-site area is developed. An on-site temporary turnaround (cul-de-sac) shall be required. Costs for demolition of this temporary cul-de-sac shall be included in the escrow amount.

ARTICLE 7-340.1E



NOTES:

1. ALL CONCRETE SHALL BE CLASS A-3.
2. RAMP SURFACE SHALL BE CONSTRUCTED WITH A NON-SKID FINISH AND THE CROSS SLOPE OF THE RAMP SHALL NOT EXCEED 1/4":1'. LONGITUDINAL SLOPE SHALL NOT EXCEED 12:1.
3. CURB CUT RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS. THE RAMPS SHOULD BE OFFSET FROM THE PEDESTRIAN CROSSWALKS, BUT SHOULD NOT BE LOCATED BEHIND VEHICLE STOP SIGNS, EXISTING LIGHT POLES, ETC.
4. WHEN USED WITH V.D.O.T. STANDARD CG-3 OR CG-7, THE CURB FACE SHALL BE ADJUSTED TO MATCH THE MOUNTABLE CURB CONFIGURATION.

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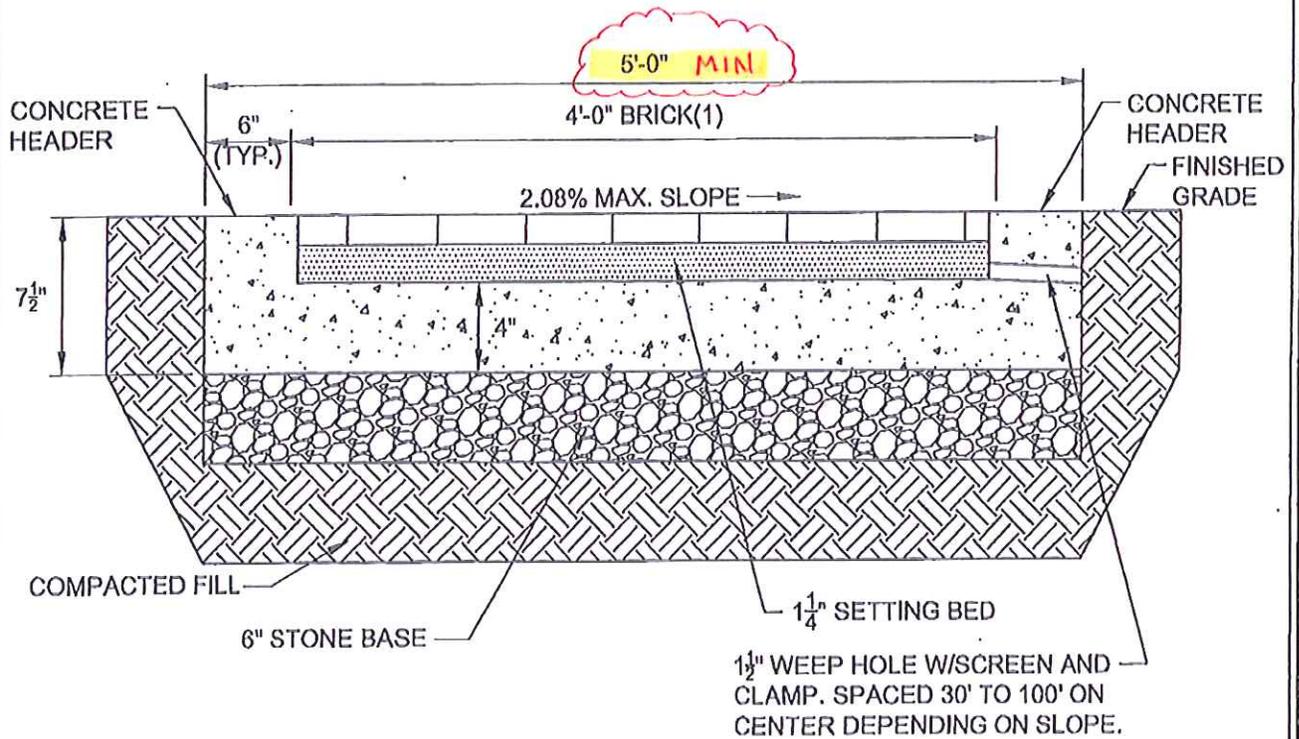
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**CONCRETE CURB CUT
RAMP FOR BRICK
SIDEWALK**

DRAWING
TS-8

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ARTICLE 7-362.3A



TYPICAL SECTION

NOTE:

- SEE DRAWING TS-12F AND TS-12G STANDARD BRICK SIDEWALK SPECIFICATIONS

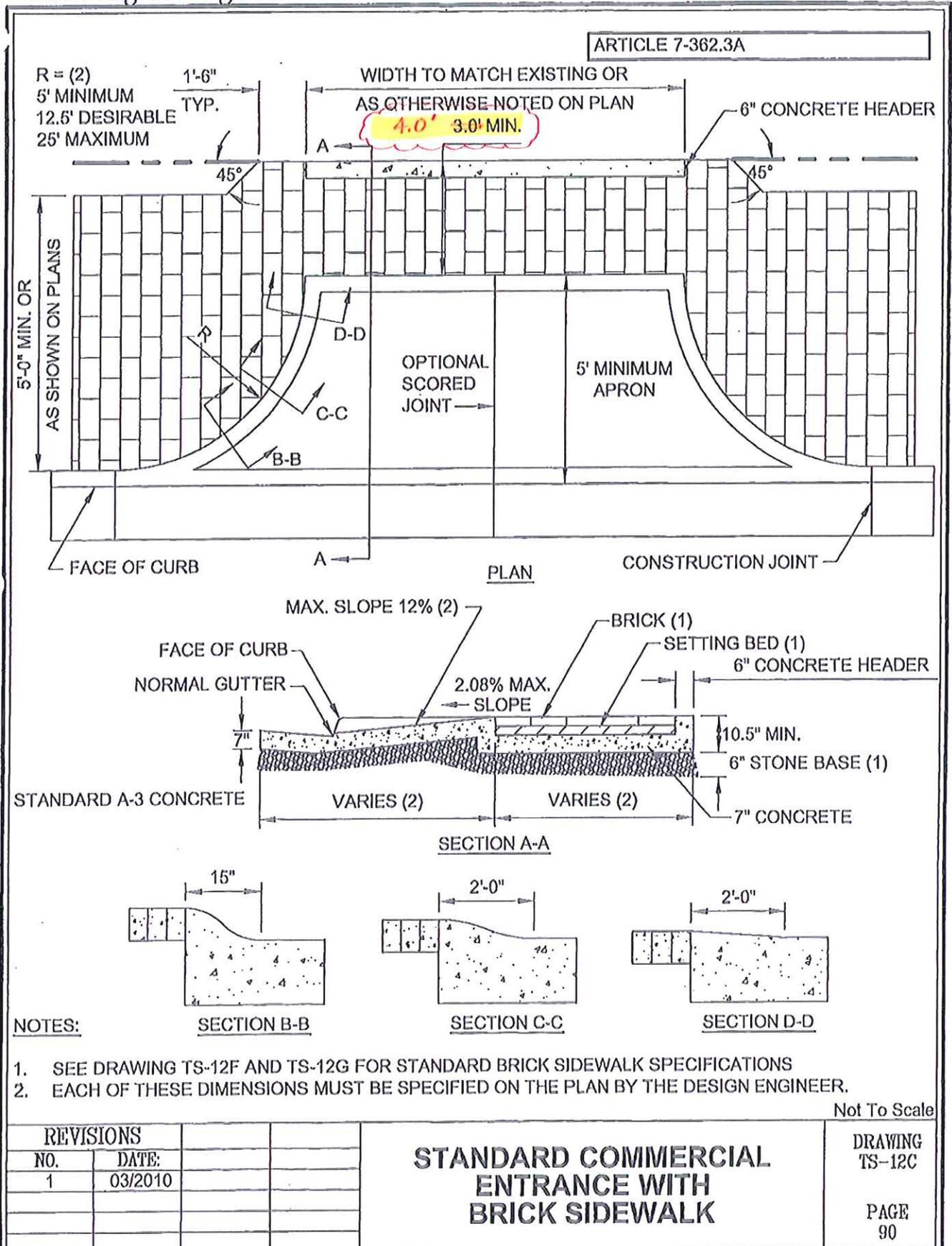
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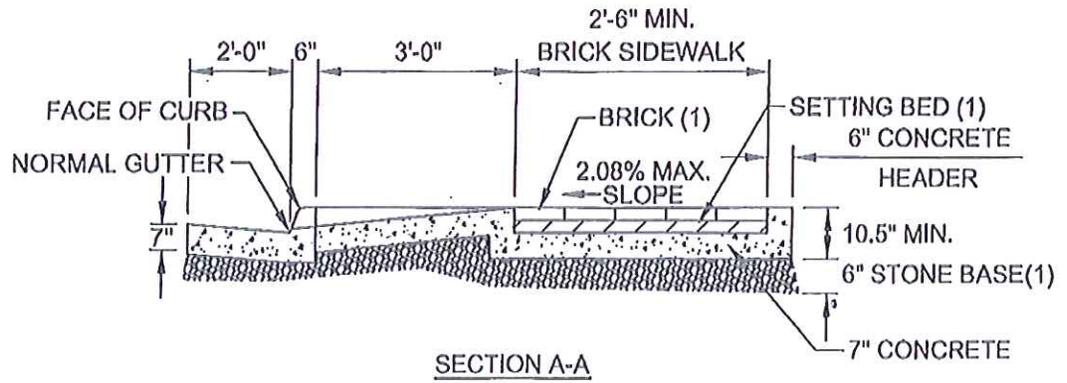
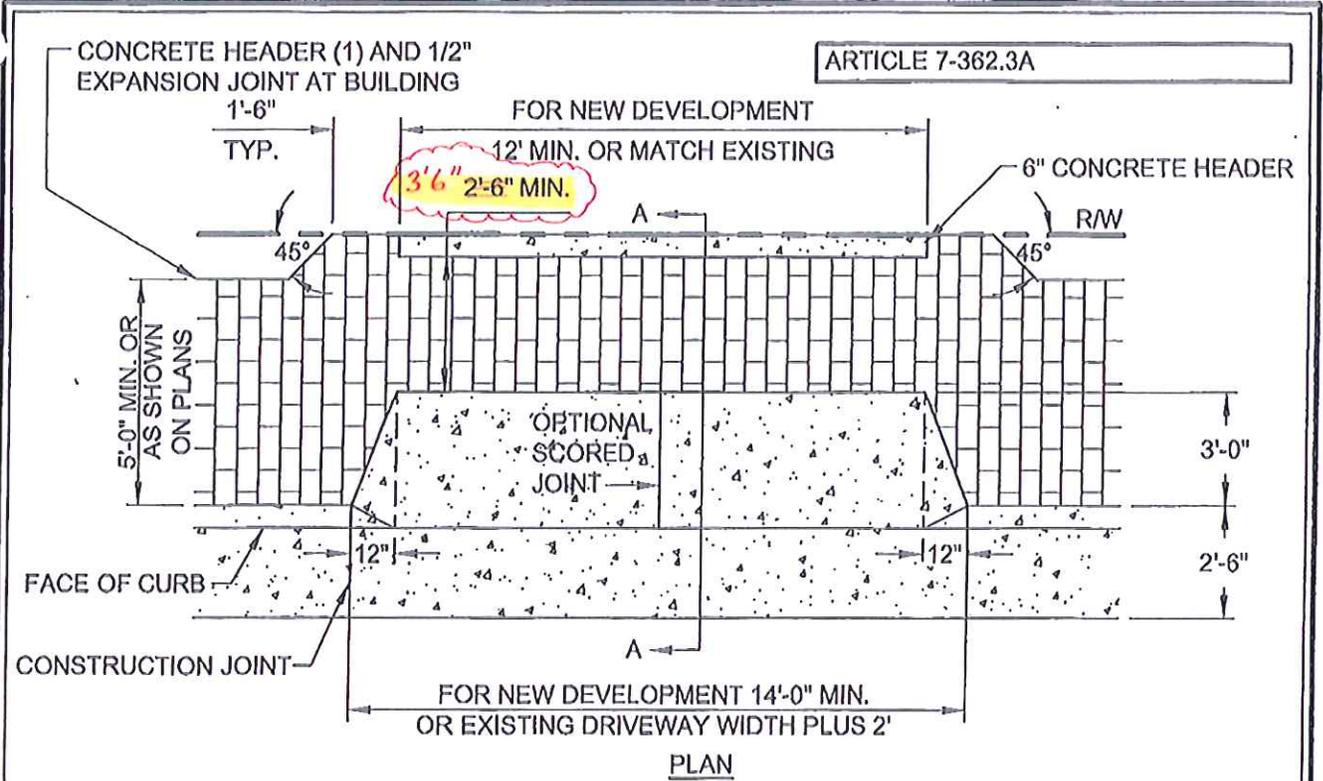
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**STANDARD BRICK SIDEWALK
WITHOUT CURB AND GUTTER**

DRAWING
TS-12B

PAGE
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NOTES:

1. SEE DRAWING TS-12F AND TS-12G FOR STANDARD BRICK SIDEWALK SPECIFICATIONS.
2. LOT GRADING PLANS MUST PROVIDE FOR ADEQUATE VEHICULAR CLEARANCE FOR DRIVEWAY APPROACH, DEPARTURE, AND BREAKOVER TRANSITIONS.
3. DRIVEWAY PROFILES ARE REQUIRED WHERE STEEP GRADES (8% OR MORE) ARE PROPOSED.

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STANDARD RESIDENTIAL
ENTRANCE WITH
BRICK SIDEWALK

DRAWING
TS-12D

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Division 2 | Subdivision**Sec. 2.01 Purpose and Intent**

The purpose of these Subdivision and Land Development Regulations is to ensure all types of construction drawings are designed to meet the minimum standards set forth by the applicable Town Codes and Ordinances to support and promote the health safety and welfare of the general public and to ensure the appropriate division of land within the Town of Leesburg. In particular, it is the intent of these Subdivision and Land Development Regulations to encourage the development of safe and attractive Public Improvements, residential neighborhoods and nonresidential developments; ensure the provision of safe and appropriate public street access between and among adjacent properties; ensure adequate provision for drainage and appropriate arrangements of buildings and parking areas on the site and with nearby properties; obtain public right-of-way, easements and other public land dedications, consistent with the Town Plan; maintain appropriate buffers between potentially incompatible uses; discourage development on steep slopes and in floodplains; and encourage preservation of historical, archeological, and/or natural significant features and landmarks.

Sec. 2.02 General Criteria for Review & Approval of Subdivisions

The Director of Plan Review shall review and have the authority to approve preliminary plats and final plats, as defined by these Subdivision and Land Development Regulations. In approving such subdivisions, the Director of Plan Review shall be provided with suitable information in order to make a determination that the proposed plat provides:

- (a) For the minimum graphic and information requirements of these Subdivision and Land Development Regulations;
- (b) For the coordination of streets within and contiguous to the subdivision with other existing or planned streets within the general area as to location, widths, grades and drainage, including the coordination of such streets with existing or planned streets in existing or future adjacent or contiguous to adjacent subdivisions;
- (c) For adequate provisions for drainage and flood control and other public purposes, and for light and air, and for identifying soil characteristics;
- (d) For the extent to which and the manner in which streets shall be graded, paved, or otherwise improved and waterline and storm and sanitary sewer and other public utilities or other community facilities are to be installed;
- (e) For the acceptance of dedication for public use of any right-of-way within any subdivision or section thereof which has constructed or proposed to be constructed within the subdivision or section thereof any street, curb, gutter, sidewalk, bicycle trail, drainage or sewerage system, waterline as part of a public system or other improvement dedicated for public use, and maintained by the Town, Commonwealth, or other public agency, and for the provision of other required site-related improvements for vehicular ingress and egress, including traffic signalization and control, for public access streets, structures necessary to ensure stability of critical slopes, and stormwater management facilities, financed or to be financed in whole or in part by private funds only if the owner or applicant provides a guarantee for said improvements in compliance with Sections 6.04 through 6.07 of these Subdivision and Land Development Regulations, Bonding of Required Improvements;

- (f) For conveyance to the Town of common or shared easements for cable television and public service corporations furnishing cable television, gas, telephone, and electric service to the proposed subdivision;
- (g) For monuments of specific types to be installed establishing street and property lines;
- (h) For payment by an applicant of his pro rata share of the cost of providing reasonable and necessary water, sewerage and drainage facilities, located outside the property limits of the land owned or controlled by him but necessitated or required, at least in part, by the construction or improvement of his subdivision or development, as provided in Section 5.10 of these Subdivision and Land Development Regulations, Off-Site Improvements.
- (i) For voluntary funding by an applicant of road improvements located outside the property limits of the land owned or controlled by the applicant and needed because the construction or improvement of the subdivision substantially generates and reasonably requires such road improvements.
- (j) For payment by an applicant of a pro rata share of the cost of reasonable and necessary road improvements located outside the property limits of the land owned or controlled by the applicant but serving an area having related traffic needs to which such subdivision or development will contribute, as reimbursement to an initial applicant who has advanced such costs or constructed such road improvements, as provided in Section 5.10 of these Subdivision and Land Development Regulations, Pro Rata Road Reimbursement Districts.
- (k) For disclosure and remediation of contamination and other adverse environmental conditions of the property.

In addition to the above informational requirements, the plat shall be reviewed for compliance with the design standards of these Subdivision and Land Development Regulations and Leesburg Design and Construction Standards Manual, latest edition.

Sec. 2.03 Inactive Applications

- (a) An application shall be deemed inactive if processing is suspended by request of the applicant, or no contact or activity occurs in regards to the application by the applicant for a period of One (1) year six—months from the date of the last formal written (consolidated) comment letter that was provided to the applicant by the Department of Plan Review.
- (b) The Director of Plan Review may, upon an applicant's written request accompanied by a plan reactivation fee, extend the resubmission date an additional One (1) year Six (6) months.
- (c) No more than ~~(5)~~ Four (4) standard extension requests shall be granted during the complete review and approval process (first cycle submission through signature) of an application. Any projects deemed inactive either by not requesting an extension or by exceeding the permitted number of extensions will be deemed terminated, and the applicant must re-file a new application.
- ~~(d) —Comments issued for any application prior to the adoption of this revised ordinance shall be deemed inactive Six (6) months after the adoption date of this revised ordinance.~~

Sec. 2.16 Required Contents of **Final** Subdivision Plats

(a) Required Contents of Plats, Generally.

All preliminary and final plats shall provide all the facts necessary to show compliance with these Subdivision and Land Development Regulations. The Director of Plan Review shall have the authority to waive certain submittal requirements for plats, if it is determined such information is not necessary for the review and approval of the plat and that not providing the information will in no way affect any public improvements, adversely affect adjoining properties, or conflict with any other requirements of the Leesburg Zoning Ordinance or the Subdivision and Land Development Regulations. Such waivers must be approved prior to submission of the plat. (Amended 08/12/08)

(b) Preliminary Plat Contents.

Unless a waiver is approved, as authorized in paragraph (a) above, all applications for preliminary plat approval shall be accompanied by the following information:

(1) General Information.

- ((a)) Name of the proposed subdivision, which shall not duplicate or closely resemble that of any existing subdivision in the Town.
- ((b)) Proposed use(s) of the property.
- ((c)) Names and addresses of owner(s) of record and applicant.
- ((d)) Names, addresses, signatures, and registrations of professionals preparing the plat.
- ((e)) Deed reference, Property Identification Number (PIN).
- ((f)) Date plat was drawn and dates of any revisions.
- ((g)) Vicinity map.
- ((h)) Existing zoning, including any proffers associated with the property.
- ((i)) Names and addresses of all adjoining property owners, including proof that all such property owners have been notified in writing by the applicant that the subject property is to be subdivided. Such notification shall be in a form approved by the Land Development Official. Notice sent by certified mail to the last known address of such owners as shown on the current real estate tax assessment books shall be deemed adequate compliance with this requirement.
- ((j)) Proof of any approved special exceptions, variances or waivers necessary for the subdivision.
- ((k)) Include the following note on the plat:

Preliminary plat approval is initially valid for a period of five (5) years, provided the applicant submits a final subdivision plat for all or a portion of the property within one (1) year of such approval and thereafter diligently pursues approval of the final subdivision plat. "Diligent pursuit of approval" means that the applicant has incurred extensive obligations or substantial expenses relating to the submitted final subdivision plat or modifications thereto. However, no sooner than three (3) years

ATTACHMENT 6

Division 3 | Development

Sec. 3.01 Land Development, Generally

The purpose of these regulations is to ensure all types of construction drawings are designed to meet the minimum standards set forth by the applicable Town Codes and Ordinances to support and promote the health safety and welfare of the general public and to ensure the appropriate development of land and control of land disturbing activities within the Town of Leesburg. In particular, it is the intent of these regulations to encourage the development of safe, viable and attractive Public Improvements, residential neighborhoods and nonresidential developments; ensure adequate provision for drainage and appropriate public street access between and among adjacent properties; ensure the provision of safe and appropriate arrangements of buildings and parking areas on the site and with nearby properties; obtain public right-of-way, easements and other public land dedications, consistent with the Town Plan; maintain appropriate buffers between potentially incompatible uses; discourage development on steep slopes and in floodplains; and avoid disturbance of historical, archeological, and/or natural significant features and landmarks. (Amended 08/10/04)

Sec. 3.02 Inactive Applications

- (a) An application shall be deemed inactive if processing is suspended by request of the applicant, or no contact or activity occurs in regards to the application by the applicant for a period of ~~One (1) year six—months~~ **One (1) year** from the date of the last formal written (consolidated) comment letter that was provided to the applicant by the Department of Plan Review.
- (b) The Director of Plan Review may, upon an applicant’s written request accompanied by a plan reactivation fee, extend the resubmission date an additional ~~One (1) year Six—(6) months.~~ **One (1) year**
- (c) No more than ~~(5)~~ **Four (4)** standard extension requests shall be granted during the complete review and approval process (first cycle submission through signature) of an application. Any projects deemed inactive either by not requesting an extension or by exceeding the permitted number of extensions will be deemed terminated, and the applicant must re-file a new application.
- ~~(d) —Comments issued for any application prior to the adoption of this revised ordinance shall be deemed inactive Six (6) months after the adoption date of this revised ordinance.~~

Sec. 3.03 Expiration of Approved Site Plans, Minor Site Plans, Mini Site Plans or Site Plan Waivers

Construction of the improvements set forth in the approved Site Plan, Minor Site Plan, Mini Site Plan or Site Plan Waiver shall commence within Five (5) years from the date the approved Site Plan, Minor Site Plan, Mini Site Plan or Site Plan Waiver is signed by the Director. Thereafter, if construction has not commenced, or if construction activity has been abandoned for ninety or more days, the Site Plan, Minor Site Plan, Mini Site Plan or Site Plan Waiver approval shall expire and become null and void, unless a written request for extension is received by the Director at least thirty days prior to such expiration or abandonment.

Division 3 | Development

Sec. 3.01 Land Development, Generally

The purpose of these regulations is to ensure all types of construction drawings are designed to meet the minimum standards set forth by the applicable Town Codes and Ordinances to support and promote the health safety and welfare of the general public and to ensure the appropriate development of land and control of land disturbing activities within the Town of Leesburg. In particular, it is the intent of these regulations to encourage the development of safe, viable and attractive Public Improvements, residential neighborhoods and nonresidential developments; ensure adequate provision for drainage and appropriate public street access between and among adjacent properties; ensure the provision of safe and appropriate arrangements of buildings and parking areas on the site and with nearby properties; obtain public right-of-way, easements and other public land dedications, consistent with the Town Plan; maintain appropriate buffers between potentially incompatible uses; discourage development on steep slopes and in floodplains; and avoid disturbance of historical, archeological, and/or natural significant features and landmarks. (Amended 08/10/04)

Sec. 3.02 Inactive Applications

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- (b) The Director of Plan Review may, upon an applicant's written request accompanied by a plan reactivation fee, extend the resubmission date an additional ~~One (1) year Six (6) months~~ **One (1) year**.
- (c) No more than ~~(5)~~ **Four (4)** standard extension requests shall be granted during the complete review and approval process (first cycle submission through signature) of an application. Any projects deemed inactive either by not requesting an extension or by exceeding the permitted number of extensions will be deemed terminated, and the applicant must re-file a new application.
- ~~(d) — Comments issued for any application prior to the adoption of this revised ordinance shall be deemed inactive Six (6) months after the adoption date of this revised ordinance.~~

Sec. 3.03 Expiration of Approved Site Plans, Minor Site Plans, Mini Site Plans or Site Plan Waivers

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Division 5 | Required Installation of Public Improvements**Sec. 5.01 General**

- (a) Required specifications for design and construction of public improvements shall be included in the Leesburg Design and Construction Standards Manual, latest edition and shall be available for reference in the office of the Director of Plan Review.
- (b) Installation of public improvements required by this Division shall be carried out under Town inspection. The applicant shall submit necessary construction details, shop drawings, and cut and fill construction sheets for approval to the Director of Public Works and secure all required permits in advance of construction. Inspection costs shall be paid by the applicant as provided in Section 1.04 of these Subdivision and Land Development Regulations. The installation of public improvements may not proceed until the Director of Public Works has been notified of the applicant's intention to proceed. The applicant, however, shall notify the Director of Public Works at least 24 hours in advance of carrying out the required public improvement. Failure of the applicant to do so may be interpreted by the Town as a lack of readiness on the part of the applicant. The applicant shall notify the Director of Public Works of the time and date he will be available for inspection, and failure to keep such an appointment or failure to have work for which inspection was requested completed, shall make the applicant liable for a re-inspection fee. The applicant shall be notified in writing by the Director of Public Works or his agent no later than 72 hours after each inspection of the results of that inspection; however, such notice does not constitute final approval for acceptance of public improvements.

Sec. 5.02 Floodplain Utility Installations – General Policies

- (a) All utilities such as gas lines, electrical, telephone, and cable TV systems being placed in flood-prone areas should be installed to minimize the chance of impairment of both facilities and the flood zone during a flooding occurrence.
- (b) All water and sewer facilities (public and private) are to be designed and constructed to prevent infiltration of floodwaters and exfiltration of potable water and sewage.
- (c) All storm drainage facilities shall be designed to convey the flow of surface waters without damage to person or property. The system shall provide drainage away from buildings and on-site waste disposal sites. The Town may require a primarily underground system to accommodate frequent floods and a secondary surface system to accommodate larger, less frequent floods. The facilities shall be designed to prevent the discharge of excess runoff onto adjacent properties.
- (d) Streets and sidewalks should be designed to minimize their potential for increasing and aggravating the levels of flood flow. Drainage structures shall be required to sufficiently discharge flood flows without unduly increasing flood heights.

Sec. 5.08 Underground Utilities Required

New electric, telephone, communication, and cable television service utility facilities shall be installed in accordance with the provisions of Article V, Chapter 30 of the Town Code.

Sec. 5.09 Reimbursements Policy

The improvements required by Sections 5.05 through 5.07 of these Subdivision and Land Development Regulations shall be designed and completed in accordance with required specifications including the standards of the Leesburg Design and Construction Standards Manual, latest edition and to such sizes and capacities as prescribed by master plans for waterworks, sewer works and storm drainage. Whenever public improvements required herein are installed to such size which is required for the benefit of property owners in addition to the applicant, the Town shall enter into agreements with the applicant to require reimbursement of the extra costs thereof to the applicant by the benefited property owners when such improvements are utilized by such property owners. Such agreements shall meet the requirements of the Leesburg Design and Construction Standards Manual, latest edition, in a form approved by the Town Attorney.

Sec. 5.10 Off-Site Improvements

(a) Pro Rata Share for Necessary Waterline, Sewerage and Drainage Facilities

An applicant shall pay a pro rata share of the cost of providing reasonable and necessary waterline, sewerage, and drainage facilities, located outside the property limits of the land owned or controlled by him, but necessitated or required, at least in part, by the construction or improvement of this subdivision or development. Determination of the appropriate pro rata share shall be made in accordance with the Leesburg Design and Construction Standards manual, latest edition. **Unless specified within the State Code or other approved State legislative action, all Pro Rata Share contributions shall be paid at the time specified within the Town Council Resolution that created the specific Pro Rata Share District. If no time period is specified by the State or by Council Resolution as to when the Pro Rata Share payment is to be made, it shall be paid in full prior to issuance of the first zoning permit associated with the property assigned a specific Pro Rata Share amount.**

(b) Pro Rata Road Reimbursement Districts

An applicant may be required to pay a proportionate, fair share of the cost of construction of certain reasonable and necessary public road improvements located outside the property limits of the land owned by him, which improvements have been constructed by an initial applicant and which serve an area having related traffic needs to which his subdivision or development will contribute. Such pro rata reimbursement payments shall be made as provided herein to an initial applicant by each subsequent applicant within an area having related traffic needs if such area has been designated by the Town Council as a Pro Rata Road Reimbursement District.

TOWN OF LEESBURG, VIRGINIA

TOWN PLAN June 26, 2012

Chapter 6 Land Use

[Proposed Amendment to p. 6-24]

. . . . Downtown

The Downtown land use category covers much of the Central Planning Area. The heart of the Downtown, and of Leesburg itself, is the historic crossroads of King and Market streets. Town and County government offices, businesses, and residences are situated around this intersection that form the original Old and Historic District. Those uses form a fine-grained mix that is surrounded by historic residential areas. This mixed use core is surrounded by established residential areas some of which are also historic. These areas are planned to remain as they are, with compatible residential infill.

Outside of these residential areas, many properties along South King Street, East Market Street, and the southeastern quadrant of Catocin Circle (the Crescent District) are occupied by mid-20th century retail and industrial land uses. These areas offer opportunities for rehabilitation, significant redevelopment, and infill. Such development should extend the character of the original Old and Historic District, with a fine-grained mix of multi-story buildings in a pedestrian-friendly environment.

Crescent District

Within the Downtown portion of the Central Planning Area is the Crescent District. This area is adjacent to the H-1 Old and Historic District and makes up a good portion of the southeast quadrant of the Central Planning Area. The goal of the Crescent District is to extend the general development pattern, prominent in the Old and Historic District, into areas east of the downtown and to encourage redevelopment that will be compatible and complement the development patterns in the downtown. More discussion about this district is contained in Chapter 11 along with more specific policy guidance.

Regional Office

Intent

1. To help meet the need for a broad spectrum of local and regional employment that offers high paying jobs and supports a balanced tax base.
2. To provide some of the daily retail and service needs of people associated with the primary office use in a convenient manner that reduces automobile use.
3. To provide these service and retail uses within walking distance of the primary office uses.
4. To provide a high degree of regional and local transportation accessibility, including automobile, bus, pedestrian, and bicycle modes of transportation

Chapter 11 Crescent District

Goal

The Crescent District will create a new approach for development and redevelopment patterns that present a superior opportunity to extend the fine grain pattern of the downtown area and the original Old and Historic District, while creating a setting for a mixture of uses including a host of housing types.

The Crescent District presents an opportunity for redevelopment consistent with the downtown area that will also incorporate greater density into a collection of uses coupled with high quality pedestrian spaces. In addition, the Crescent District reflects the adopted “Business Development Strategy” (BDS) to introduce more housing options, business location alternatives, and shopping and dining to expand and complement downtown.

On June 27, 2006, the Town of Leesburg adopted the Crescent District Master Plan (CDMP). The CDMP covers an area of approximately 150 acres adjoining part of the original Old and Historic District of Leesburg. The crescent arc of the Town Branch and the W&OD Trail bisect the District. The core of the District was once the industrial heart of Leesburg. As a result, the current land uses in the Crescent District vary widely from warehousing and industrial clustered near the old W&OD Trail bed to successful strip commercial along Catocin Circle.

The District is also home to a variety of housing from preserved homes to a unique grouping of smaller housing in what is known as “Vinegar Hill.” Significant landmarks of the District include Dodona Manor, home of General George C. Marshall; the Market Station complex of shops, offices and restaurants; and the Barber & Ross site which is currently proposed for redevelopment into a mixed-use center.

The concept of “Crescent District” was first proposed and the name coined during the development of the Business Development Strategy for Leesburg that recognized that the traditional downtown, now nearly fully occupied, could be expanded in selected areas along Town Branch and the W&OD Trail. The Business Development Strategy was adopted in concept by the Town Council in 2003. In fact, the Crescent District presents a superior opportunity to extend the fine grain pattern of the downtown area while creating a setting for a mixture of uses including a host of housing types.

The large quantity of underutilized land in the Crescent District presents an opportunity for redevelopment consistent with the downtown area that will also incorporate greater density into a collection of uses, coupled with high quality pedestrian spaces. The Business Development Strategy identifies six strategies for

Chapter 11

developing the business climate of Leesburg. Among those was “Live, Work, Play” which presented a strategy to introduce more housing options, business location alternatives, and shopping and dining to expand and complement downtown. The Business Development Strategy suggested adding open spaces to encourage outdoor events along Town Branch, additional mixed-use developments, and a new approach to development in Leesburg that would be pro-active toward new investment rather than reactive.

The Business Development Strategy recommendations were being implemented concurrently with engineering studies to alleviate flooding along the Town Branch, which had been plaguing properties in the area for some time. These two efforts, combined with burgeoning interest in properties in the District, presented a significant occasion to create a detailed plan for the future.

The core of the Crescent District centers on the old W&OD rail line to the east as well as some of the original Old and Historic District. A large portion of the Crescent District was industrial well into the 20th Century. Much of the retail character of Catocin Circle and Market Street remains intact today, similar to its post World War II inception.

The Town pursued an Urban Development Action Grant program in 1982 that called for new housing development and job creation in the area. This early plan led to the creation of the Market Station project and several other investments including the completion of the Harrison Street connection between Catocin Circle and Loudoun Street and ultimately Raflo Park. At the time, industrial uses were still active in the area and the long-term redevelopment of this part of downtown forecasted continued industrial and warehousing uses; particularly along Industrial Court and Parker Court.

Over the years, the climate of the community has changed. Barber & Ross, the largest employer in the District, covering a large tract of land off of Harrison Street and Catocin Circle, announced plans to move to Winchester in 2003. The move signaled a major shift in the future of the District that the Business Development Strategy had anticipated, including encouragement to provide a mixture of housing types to attract interest in downtown living from a variety of market segments including young professionals and empty nesters. The Crescent District has also been identified as an area where significant public amenity spaces can be created to enhance the attraction of downtown for residents, visitors, businesses, and investors.

This new Section D of the Town Plan, includes excerpts from the CDMP that were adopted as part of the Town Plan. ~~as it relates to the Crescent District;~~ The direction set forth in these policies endeavors to do the following:

- Set the stage for the sensitive long-term redevelopment of the District so that the community stakeholders have a reasonable expectation of how the District will look in the future.

- Create a District that is respectful of the historic core of Leesburg while providing a transition to the more automobile oriented parts of the community.
- Develop a setting for a true mixture of uses that recognizes Leesburg's role as a center of retail, office, and residential uses for Loudoun County.

It should be clearly stated that the Old and Historic District is not altered or amended by this new section of the Town Plan. It should be noted, however, that the CDMP is still a relevant document that serves as background information, providing additional suggestions for private land development and public improvement projects. It should be used for guidance as appropriate when various development options are being considered. Examples of this information include the discussion of high potential development sites within the H-1 District and the street cross-sections within the Crescent District. ~~If, in the unlikely event there is a conflict between the Town Plan and the CDMP, the Town Plan shall be used as the official document to guide development policies within the Crescent District, as well as the Old and Historic District.~~

~~Implementation of this section of the Town Plan will require initiation of Zoning Ordinance amendments to formalize objectives of this section into regulations that will be applied to properties within the Crescent District~~

Implementation of the Crescent District has been accomplished through the adoption of the Crescent Design District, a new section in the Town Zoning Ordinance. The Crescent Design District (CDD) expands the boundaries of the Crescent District and does not apply to any area that is in the Old and Historic District. The policy maps that are contained in this chapter have been updated to reflect the boundaries of the CDD and the purpose and intent of the new district provisions.

Five Principles of the Crescent District

As a result of information gathered on the Crescent District through the process that created the CDMP, the following guiding principles and project goals were established, and are included within this section to create a framework within the Town Plan for future development and redevelopment of the Crescent District:

The private sector is to implement the vision for the Crescent District: The Crescent District section of the Town Plan creates a vision for the district so that private sector investment will be consistent with the character of the community. It is designed to be proactive about investment and set a vision for the future so the community will not have to consistently react to various proposals for what will be

Chapter 11

the inevitable development in the area. It is not the Town's intent to assemble or condemn land in order to implement or facilitate redevelopment.

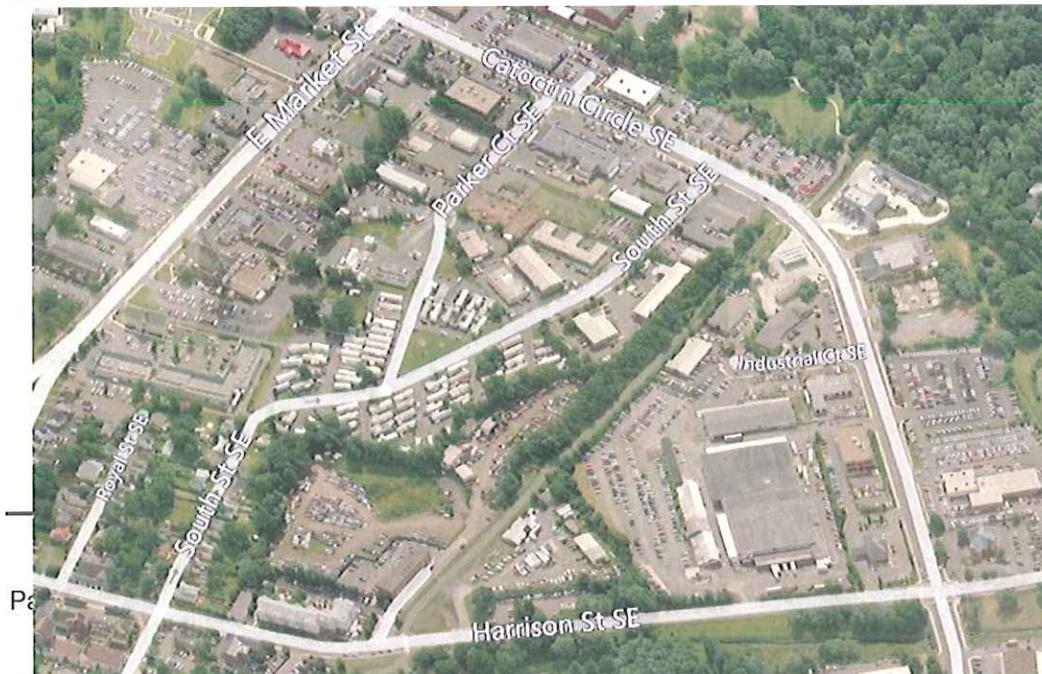
Public and private infrastructure will be coordinated: While development will be led by the private sector, some public infrastructure improvements should take place. These will be coordinated through a thorough and thoughtful process involving commitments from private developers and public commitments for infrastructure improvements where necessary. This will be particularly important along Town Branch and in certain long-term improvements where streets will need to be connected.

Every effort is made to keep public uses on public land: Public uses will be a component of this district since Leesburg is the county seat. Major public resources, whether they are infrastructure, parks, offices, or cultural amenities, are designed to be located on land already held by the public. Only in extraordinary cases would the public infrastructure improvements necessary to complete the plan occur on private property.

Implementation of the objectives for the Crescent District is incremental: It will take place in steps. The objectives are intended to be implemented in phases over years. In some cases, certain objectives will take more than a decade to implement.

Reinforce and extend the character of Town: The historic character of the community is one of grid street networks, a fine grain of uses and building types, public amenities and sidewalks, and a small town "urban" character. The vision of the Crescent District hopes to extend this character to a district adjacent to the original Old and Historic District, bringing the small town character into a broader area rather than making a quick transition to "suburban style" land patterns as evidenced today.

[New Picture with North facing up-not sideways]



Town Plan Elements

Natural Resources

As stated within the Natural Resources element of the Town Plan, the two natural resources goals for Leesburg require that the Town approach land use planning and the land development from an environmental perspective. This perspective assumes that land use decisions are made with these two goals in mind.

With respect to the Crescent District, the most prominent environmental feature is that of the Town Branch. The Town Branch is a waterway that traverses the Town, and plays a role in the development of the Crescent District. There are optional design schemes for improvements to Town Branch just downstream of South King Street that is associated with the CDMP. Whichever option is selected, the design will proceed through the Town's normal capital project design and review procedures which will include an evaluation by the Board of Architectural Review (BAR) since the project is located within the original Old and Historic District. The plan includes the creation of a water feature, the Karen and Chuck Jones Plaza, just upstream of the confluence of Town Branch and North Town Branch.

Three design options were considered during the creation of the CDMP. Final engineering and design of the selected option shall consider the Town's flood mitigation objectives upstream and downstream of the water feature. Flood mitigation of Town Branch is seen as a catalyst for the successful implementation of the CDMP.

Because of existing development and the call for more intensive development in the Crescent District, a stream corridor buffer is not appropriate for North Town branch and a portion of Town Branch, and the preservation of habitats for flora and fauna is not called for; nonetheless, development and redevelopment should include low impact site design, erosion control, stormwater treatment practices, control of non-stormwater discharges, flood protection, and an increase in the tree canopy, including street trees, in a way to improve watershed stewardship.

Objective 1. Design the Town Branch flood management facilities

- a. Option selection should consider and utilize the table of pros and cons as found on page 47 of the CDMP.
- b. Design of the Town Branch will be evaluated based on a balance between stormwater management and other environmental objectives.

Objective 2. Development and redevelopment should include low impact site design, erosion control, stormwater treatment practices, control of non-stormwater discharges, flood protection, and an increase in the tree canopy to the greatest extent practicable.

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Parks and Recreation

One of the key components of the CDMP is the inclusion of open space. The most important open space provision in the plan is the creation of a complete network of pedestrian oriented streets where residents and visitors to the Crescent District can walk from place to place. ~~The premier pedestrian space of the District will be the Boulevard, a new broad parkway that bisects the District from Market Street to South King Street.~~

~~The green space here is a forty-foot wide tree-lined area that can be used for passive recreation. The Boulevard will link a variety of pedestrian spaces throughout the District. It will also allow for future road and pedestrian connections such as potential links to Industrial Court, should redevelopment in this area occur.~~

The CDMP **encourages** ~~provides for the introduction of one new~~ linear parks ~~space, a new~~ public plazas, and the enhancement of three existing park spaces in the District: Raflo Park, Brandon Park, and the Douglass fields. Additionally, the ~~implementation zoning guidelines should strongly~~ **Crescent Design zoning district** requires the private sector to use the open space provisions ~~of the Leesburg Zoning Ordinance~~ to create small open spaces such as plazas, ~~alleys,~~ **seating areas** and greens as part of private development in the area similar to those that exist in the current downtown area.

Objective 1. Development should recognize the W&OD Trail as a focal point of the Crescent District, and should be designed to be compatible with the use and character of the Trail.

- a. The heritage of the W&OD Trail should be honored by placing uses with views along the former rail line.
- b. To the extent practical, add no new vehicular crossings to the W&OD Trail and limit the number of new pedestrian intersection

Objective 2. Create the Chuck and Karen Jones Plaza as envisioned as a lively open space fronting Town Branch at the foot of King Street, per the CDMP.

- a. Design the Plaza so that adjacent properties can accommodate outdoor café space, live performances, and passive recreation like strolling along the newly created water feature of Town Branch.

Objective 3. Maintain Raflo Park as a focal point of the District

- a. Create a linkage along Harrison Street which will stretch from Catoctin Circle to the plaza, as passive recreation area for residents and visitors to the Crescent District.

Objective 4. Utilize Brandon Park, which is currently a passive park with very little in the way of active amenities.

- a. Creation a conceptual development plan for this park to provide insight into the specific uses that might be included here in the future.
- b. Relate the uses of the park to development patterns of the area.

Objective 5. Maintain the existing Douglass Park ball fields and open space.

- a. Modify the park to include road connections between Catoctin Circle and Sycolin Road.
- b. Create a conceptual development plan for this park to provide insight into the specific uses that might be included here in the future.

Objective 6. The creation of small open spaces such as plazas, alleys, and greens, similar to those that exist in the current downtown area, should be included as part of any plan for development or redevelopment within the Crescent District.

Heritage Resources

The CDMP was predicated on the principle of adhering to and respecting the principles outlined within the goals of the Heritage Resources element of the Town Plan. This is considered particularly important given the proximity of the Crescent District to the original Old and Historic District.

Neither Section D of the Town Plan, nor the CDMP, is intended to change the regulations currently applied to parcels in the original Old and Historic District and zoned H-1 Overlay. Instead, the Crescent District is intended to protect the edges of the historic district and the areas adjacent to the original Old and Historic District.

Objective 1. Development within the Crescent District should be compatible with, and complementary to, the edge of the original Old and Historic District.

- a. The closer development is to the original Old and Historic District, the more that characteristics of the original Old and Historic District should be utilized with respect to height, scale, massing, site layout and design, and architecture.

Chapter 11

Community Design

With its very beginning, Leesburg was created with conscious decisions about its built environment. The initial platting of streets and blocks created a form that still exists today in the heart of town. Later building regulations required materials and dimensions that are treasured in our landmarks. A completely different set of rules were put into effect after World War II, and most of the Town's development is a result of those rules.

Design professionals have recently developed many new ideas and practices in response to the concern that our towns and developments have become less attractive and less functional. Those new ideas are actually reincarnations of the design principles that existed when Leesburg was founded. The guidelines that have given historic Leesburg its prized character, with provisions for modern technologies, are valuable tools for creating the character of new developments within Leesburg.

These revived principles include ideas such as human-scaled design, the convenience of mixed uses, concern for environmental features, narrower and connected streets and a pedestrian emphasis. These are the principles that have been incorporated into the vision of the Crescent District, as found within the CDMP.

The Town Plan states that Leesburg's community design needs to be considered at several different levels—the region, district and neighborhood, block and street, and lot and building. The patterns that are established at each of these scales affect the attractiveness and functionality of the Town. This is the goal and desire of the Crescent District; to incorporate these different levels of community design when considering new development or redevelopment within the District.

Architecture

The existing H1 Design Guidelines takes precedence over development that falls within the existing original Old and Historic District. Design Guidelines for the Crescent District are intended to make new construction in the areas of the Crescent District lying outside the boundaries of the original Old and Historic District compatible with the historic architectural character of the original Old and Historic District.

Within the context of architectural design guidelines, principles have been established through the CDMP. Those principles are presented here, within a series of objectives following each category. These objectives are to be utilized when considering development within the Crescent District.

Building Heights

Building heights are presented in the CDMP as ~~maximums occurring in three~~ tiers that correspond with both the topography of the Crescent District and the proximity to the original Old and Historic District. This principal of tiers has been recreated here as an illustration of the importance of this design feature, and the degree of importance the Town will place on adherence to these guidelines when addressing height within the Crescent District. A common architectural concept concludes that wider streets, such as Catoctin Circle, can accommodate taller buildings better than the narrow streets that are within the original Old and Historic District.

Therefore, a well-designed 50-60 ft tall building on an 80 ft wide street may have an impact similar to a 40 ft building on a 50 ft wide street. As shown on the Building Height Policy Map, the first tier ~~is a height not to exceed 45 feet~~ **requires and limits buildings to two stories.** The second tier ~~is a maximum height of 55 feet~~ **requires and limits buildings to three stories.** ~~with the ability to pursue a special exception for heights not to exceed 67 feet.~~ **Overlapping in certain portions of the CDMP area, strategic areas are established to provide opportunities for additional stories through a rezoning. The overall building height in the CDMP area does not exceed five stories.** ~~This tier of development occurs in areas near the new "Boulevard" which provides the width to accommodate such heights.~~

~~Finally, the third tier occurs along Catoctin Circle where the road widths are currently 80 feet and the ground elevations are at least 40 feet lower than the highest point downtown. This tier would allow 55-foot maximum height with the potential to request a special exception for a height not to exceed 75 feet, provided the conditions outlined below are met.~~

Finally, the development of the building streetscape is intended to continue the existing pattern of differing building heights and mass. Projects with multiple buildings will be required to complement the fine grain character of the district through varying heights of building elements and fenestration of facades. Some examples of these conditions could be:

- Additional height adds desirable architectural detail to the structure that would otherwise be unable to be accommodated.
- Additional height on the structure is tiered adjacent to existing development.
- Architectural design of the building has massing, scale, and design that is sensitive to the surrounding context and does not create a monolithic appearance along the streetscape.

In addition to architectural objectives, some of the objectives of achieving balanced building heights within the Crescent District are outlined below as well.

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Height, Scale, Massing, and Setbacks.

- Objective 1. The closer a project is to the original Old and Historic District, the more the project should respect the height, scale, and massing of the historic buildings in the original Old and Historic District.
- Objective 2. The farther away a project is from the original Old and Historic District, the more flexibility will be allowed in the design of the project's height, scale, and massing.
- In all cases, the height, scale and massing should be compatible with the abutting street width.
 - Consideration should be given to the neighborhood context.
- Objective 3. ~~When not in close proximity to the original Old and Historic District, structures may be as tall as fifty-five (55) feet, and in rare cases up to seventy five (75) feet with a special exception, as referenced on the Building Height Policy Map.~~ Buildings will comply with the Crescent District Building Height Policy Map.
- Objective 4. Building placement should be located closer to the street with parking in the rear as reflected in the original Old and Historic District.

Architectural Character and Design

- Objective 5. The closer a project is to the original Old and Historic District, the more closely the proposed buildings should reflect the historic architectural character and design of the original Old and Historic District.
- Objective 6. The farther away a project is from the original Old and Historic District, the more flexibility will be allowed in architectural character and design.

Materials

- Objective 7. Use of traditional building materials is encouraged, depending on the application. Materials used should, to the greatest extent possible, adhere to the materials outlined per the table below.

Crescent District

- a. Generally, the closer a project is to the original Old and Historic District, the more important it is for that project to make use of traditional building materials in traditional applications
- b. The farther away a project is from the original Old and Historic District, the greater opportunity there is to use alternative materials.

Objective 8. All materials should relate directly to the design of the project and should be dimensioned and installed appropriately.

All materials should be appropriately combined and their application should be reviewed on a case-by-case basis. Until such time as the Town adopts and formalizes new zoning and design regulations, this table should be used to regulate architectural design in the Crescent District.

Table of Traditional Materials

	Traditional Materials	Prohibited <u>Inappropriate</u> Materials
Foundations	Molded brick, stone, parged concrete, textured CMU	
Walls	Wood, molded brick, stone, stucco, fibercement board	Vinyl siding, corrugated metal paneling, fiberglass sheeting
Roofs	Wood shingles, slate, seamed metal, metal shingles, clay tile	Corrugated metal paneling, fiberglass sheeting
Doors	Wood, wood and glass, cast metal	Vinyl
Windows	Wood, glass	Vinyl
Trim	Wood, molded brick, stone, stucco	Vinyl

Land Use

The Crescent District is an ideal location and opportunity for the Town to create and expand the walkable community features that are so beloved in the original Old and Historic District. The proximity to downtown, the small platted lots, multiple open spaces and existing mix of uses provide a palette on which to build a very walkable neighborhood. The CDMP calls for additional features such as streetscape, greenspace linkages, transit coordination, architectural design details and additional uses such as schools, grocery stores and other daily needs that will contribute to the accessibility of the District. The Crescent District Land Use Policy Map depicts areas for residential, non-residential and mixed use.

Chapter 11

The CDMP calls for a mixture of uses that would occur through much of the District. The Land Use Policy map details these uses block by block. In many cases these uses are specified as “mixed-use”. For purposes of this section, mixed-use means a mixture of residential, commercial, and office.

The paragraphs below detail the likely mixture of uses that will occur in each of the areas. The following are the basic tenets and objectives of the block structure as found on the Land Use Policy Map:

It should be noted that all of the references to “stories” or “floors” in the objectives below shall be compatible and consistent with the heights indicated on the attached Building Height Policy Map:

Objective 1. Residential A (RA) Blocks: RA-1, 2, 3 and 4 blocks occur in the Monroe Manor subdivision and adjacent to South King Street and Town Branch.

- a. The future land use for these areas will continue to be all residential of between two and three floors except;
- b. RA-5, 6, 7, 8, and 9 will also be residential with the potential of some limited ground floor retail or “live/work units” in certain blocks along the “Boulevard Road.”

Objective 2. Residential B (RB) Blocks: The RB blocks all occur in the proposed “Harrison Park” development on the old Barber and Ross site.

- a. The blocks facing Harrison Street and slightly up the “Boulevard” will have ground floor retail;
- b. The other blocks will be a combination of four floor stacked flats and two over two stacked townhouses.

Objective 3. Residential C (RC) Blocks: The RC blocks cover existing single family residential along Royal and South Streets that is expected to remain intact with compatible infill development (blocks RC-1, 2, and 3). RC-4 is a block of existing senior oriented housing;

- a. Blocks RC-5, 6, and 7 are expected to mirror the development pattern along Royal and South Streets, with the addition of garage apartments to the rear of the single-family units.

Objective 4. Residential D (RD) Blocks: The RD blocks are designed to begin to transition from the traditional single family along

~~South and Royal Streets to a more dense development pattern approaching Catoctin Circle and Market Street.~~

- ~~a. These blocks are envisioned to include multifamily, townhomes and mixed-use as shown on the Land Use Policy map.~~

~~Objective 5. **Catoctin Commercial (CC) Blocks:** Blocks CC-1 through CC-22 are designated for a mixture of uses ranging from commercial to office to selected upper floor residential. The key for these blocks is how the development will ultimately face Catoctin Circle with parking to the sides and rear.~~

- ~~a. Development of blocks CC-1 and CC-3-5 would not exceed three floors in height.~~
- ~~b. Development in blocks CC-2 and CC-8 would not exceed four floors in height.~~
- ~~c. Development in blocks CC-6, CC-7, and CC-9-22 would not exceed five floors in height. These sites currently contain grocery store, drug store, and other basic retail uses that provide valuable services to residents nearby. As the blocks redevelop, these uses should continue to exist, though configured in a way that would also incorporate upper floor residential or office uses and a more pedestrian friendly orientation.~~

~~Objective 6. **Market Commercial (MC) Blocks:** Similar to the CC blocks, the MC blocks will redevelop over time but with varying heights from up to three floors close to the core of the community, to up to five floors past Catoctin Circle's intersection with Market Street. It is likely that most of this development would have ground floor retail and office with upper floor office space.~~

~~Objective 7. **Infill Commercial (IC) Blocks:** The IC blocks off of Syeolin Road would have mixed-use development of up to five floors.~~

- ~~a. Commercial and residential would be permitted in buildings in the IC blocks, although office uses are more likely to occur in this area.~~

~~Objective 9. **Institutional (IN) Block:** The IN blocks are on the sites of existing and former schools. The plan suggests that these remain a civic use.~~

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Miscellaneous

~~In addition to the above, there are several properties within the Crescent District south of the W&OD Trail near Sycolin Road (PIN # 23404981000, 189452225000 and 189456806000) where development will be guided by the policies and objectives of the downtown land use category and Central Planning Sector of the 2005 Town Plan, without additional planning for land use provided in the CDMP. The land Use map also shows Open Space (OS) blocks that include existing park space in Raflo Park, future park and open space adjacent to Catoctin Circle, and a revamped Douglass Field.~~

~~There are also Institutional (IN) Blocks shown on the Land Use map and the CDMP. These IN blocks are on the sites of existing and former schools. It is the intent of this Plan and the CDMP that these sites remain a civic use.~~

Housing

The Crescent District currently contains a diverse range of housing types. The CDMP seeks to continue a wide range of housing types and costs, including single-family detached homes with garage suites, townhouses, and stacked flat units that may either be for sale or rent. The Town of Leesburg is pursuing additional options to encourage workforce housing as part of a town-wide strategy to ensure that housing is available for a broad cross section of the population. ~~A number of techniques will be included. These will range from density bonuses to mandatory requirements for a percentage of housing to be dedicated to certain income levels. Additionally, the Town may want to recruit developers with experience using low income housing tax credits for for rent projects that could include mixed income units.~~

Objective 1. A diverse range of dwelling unit types should be provided throughout the District.

~~**Objective 2.** Residential development or redevelopment should provide 12.5% affordable residential units.~~

Objective 3. Those redevelopment projects that are displacing low and moderate residents are strongly encouraged to ameliorate their impacts.

Economic Development

The mixed use concept that is presented here will help achieve the town-wide goal of a diversified economy that builds in the strengths of the Town. The mixed use orientation of the Crescent District lends itself to a future of a strong fiscal condition.

It should be pointed out that while the private development community should be responsible for the vast majority of the infrastructure necessary to implement this plan, a number of public projects may be necessary to complete the plan. These include, but may not be limited to, the Town Branch improvements, portions of the Chuck and Karen Jones Plaza, and certain road improvements.

A variety of financing options should be explored to fund public improvements. The CDMP explicitly recommends that development in the District should “pay its own way” for infrastructure improvements needed and that no additional taxes should be used to finance these improvements. The Economic Development Commission along with Town staff may assist in exploring a variety of financing options for certain improvements in the District in the future.

Transportation

Block Structure & Streets

The Crescent District is on the pivot-point between the historic core of Leesburg and the more suburban development that occurred in subsequent years. As a result, the street network is a mixture of both historic narrow in-town streets such as South and Church Streets and newer corridors such as Catoclin Circle, Harrison Street, Market Street, and parts of King Street.

The street network is further complicated by both the Town Branch and the W&OD Trail that interrupt the gridiron layout of the core of the community resulting in a number of cul-de-sacs and dead-end streets. These include Monroe, Parker, Industrial and Royal.

It should be pointed out that the existing block structure of the Crescent District is such that the transportation network is significantly affected. The large blocks currently within the District have done the following:

- Forced traffic to large intersections such as Market and Catoclin, South King and Catoclin, and Harrison and Catoclin.

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- Provided limited options to traverse the District in automobiles and even more limited access for pedestrian connections. It is widely accepted that pedestrians do not tend to walk on long auto-oriented blocks.
- Forced a development pattern that rapidly transitions from historic street-oriented development to large lot suburban style development facing parking lots rather than streets.
- Created a land use pattern that segregates uses in large clusters rather than allow for a “fine grain” of mixed-uses similar to that found in the original Old and Historic District.

As such, the transportation network with the Crescent District shall symbiotically relate to the layout of a new block structure that will enhance and significantly complement all forms of the transportation system, including traffic flow, traffic patterns, pedestrian access and accessibility.

The new streets associated with the Crescent District should be implemented part and parcel with private development that will occur in the District. The Town of Leesburg will work with the private sector to ensure that the street connections between new developments become part of the construction process.

As private redevelopment occurs in the Crescent District, connections to the existing street grid in the downtown will be made effectively resulting in smaller blocks and creating more options for connectivity. This will reduce the pressure on key intersections such as Catocin Circle and East Market Street. The Crescent District Future Transportation Policy Map shows the general locations for new future public roads. The arrows on the Map show connection points. The policy Map does not, designate specific road segments between the arrows in an effort to allow the private sector flexibility in determining how the connectivity will be achieved. The designated roads and arrows on the Map are positioned in approximate locations that indicate where connections should be made to optimize further connectivity. These locations also recognize existing development conditions. Connections from these arrows to road sections are not mandatory, but development proposals should demonstrate how maximum connectivity will be afforded if it is not made at these locations.

As the distance from the Downtown grows, the grid should also expand and begin to blend into the more suburban road development patterns that exist in Leesburg’s southeast quadrant. The Map shows fewer new road segments and connection points in recognition of this objective.

Just as important as the layout of the streets is the way the streets are constructed. The traditional streets in Leesburg are more compact and are oriented for the pedestrian as well as the automobile. Other streets in Town are reflective of the

suburban development patterns prevalent after World War II. While some streets in the District will still need to be oriented primarily to the automobile, all of the streets should comfortably accommodate pedestrians and should include street trees. The streets should also be designed to accommodate sidewalk activity and seating areas to enhance the “life” of the street.

It should be noted that since the Crescent District is being proposed as a new, comprehensive look at future development patterns for this part of the Town, the CDMP has identified potential street sections and typologies (see CDMP, pages 23-29). Each of the typologies shows how the dimensions of the street can work with future development to create an environment suitable for walking, while accommodating a “calmer” mode of vehicular travel.

The following objectives have been identified for the formation of a new transportation and block structure for the Crescent District, per the CDMP.

Transit

As a result of the District’s convenient location and mixture of uses, the Town desires additional transit services and connections, and will attempt to incorporate it into the design and fabric of the Crescent District. This will also increase walkability and decrease parking demand. New development shall incorporate transit amenities and service enhancements where needed in coordination with County and VRTA transit goals.

Parking

As the Crescent District develops, new development will create additional parking demand. This parking demand has the potential to become a paramount issue should the success of anticipated business and residents in the area. Opportunities for unique solutions to parking requirements should be explored.

Objective 1. The Town will evaluate creative techniques to provide parking within the District, such as the following:

- a. Off-site parking – Parking facilities for a particular development do not necessarily have to occur on the site on which the development takes place.
- b. Shared parking – Reductions for parking requirements to allow a time-of-day approach to providing appropriate amounts of parking and to share parking resources.
- c. Public-Private Partnerships – Develop opportunities with private developers to facilitate public parking opportunities.

Objective 2. The use of structured parking is encouraged in the Crescent District and should be designed so that it maintains a walkable

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street frontage and adds architectural detail to blend with the surrounding uses. A structure shall also may include the “wrapping” of the facades with approved ground floor uses.

~~The private sector is expected to provide adequate parking to serve developments within the District in accordance with the provisions of the Leesburg Zoning Ordinance. But with large mixed-use developments, such as proposed within the Crescent District, parking demands can often times conflict with other goals of the development, such as design and walkability. It is therefore important to strike a balance between the sometimes-competing goals of urban, mixed-use developments.~~

The CDMP recommends that public-private partnerships and proffers through rezonings be used as mechanisms to satisfy competing development opportunities.

Objective 1. The South

Block Structure & Streets

Objective 1. The South Street Connector Connection: As development occurs, the connections to existing South Street connector are is one of the major recommendations of the plan. ~~While providing another connection through the District, South Street is designed as a local street serving the residents and limited businesses for its length and is not expected to be a major thoroughfare through the District. In the future, certain traffic calming measures may need to take place in the strictly residential portion of the street between Harrison Street and Catoetin Circle.~~ South Street currently functions as a local street providing limited local vehicular circulation. Future connections are necessary to provide the contemplated grid of streets which will enhance vehicular and pedestrian circulation. Connections to South Street will serve to provide necessary east-west travel.

~~Objective 2. The “Boulevard”: The Boulevard is a new vehicular and pedestrian boulevard that would extend from Market Street to South King Street.~~

~~The road would have a large grass “park” median in the middle and would not have vehicular traffic where it crosses the W&OD Trail (and potentially only pedestrian traffic at its crossing of the Town Branch). This would be a new internal street that would organize the Crescent District around a central road spine.~~

Objective 32. Connector Local Streets: ~~Fourteen connector Local streets are shown in the CDMP, and should be utilized to create a block~~

network in the District as illustrated on the Future Streets Policy Map.

Objective ~~4~~³. Alleys: Alleys are encouraged to be developed in areas where residential and commercial development warrants their use. ~~Examples of these alleys are shown on the map in areas between Market Street and the W&OD Trail but could be replicated in other sites throughout the District.~~

Parking, Transit, Pedestrian and Bike Facilities

~~Objective 5. The Town will evaluate creative techniques to provide parking within the District, such as the following:~~

- ~~a. Off-site parking — Parking facilities for a particular development do not necessarily have to occur on the site on which the development takes place.~~
- ~~b. Shared parking (joint use) — A preferable approach is to use shared parking resources.~~
- ~~c. Payment in lieu of parking provision — In certain very limited circumstances, payment in lieu of parking might occur in the District.~~

Objective ~~6~~⁴. The use of structured parking is encouraged in the Crescent District and should be designed so that it maintains a walkable street frontage and adds architectural detail to blend with surrounding uses. A structure abutting a public street should also include the “wrapping” of the facades with approved ground floor uses.

Objective ~~7~~⁵. Additional transit services and amenities, as well as connections, should be incorporated into the design of developments within the Crescent District.

Objective ~~8~~⁶. Appropriate pedestrian and bicycle facilities should be incorporated into the design of developments within the Crescent District.

Community Facilities and Services

A broad range of facilities and services serves Leesburg residents and businesses. Most of these services are provided by the public sector or by government contract with private firms. The Town provides such services as general government, water, sewer, stormwater, solid waste collection, police, and a special service library. The County also provides services to Town residents, including general government,

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judicial administration and public records, housing and community development, solid waste disposal, fire and rescue, general library, education, and environmental and health services.

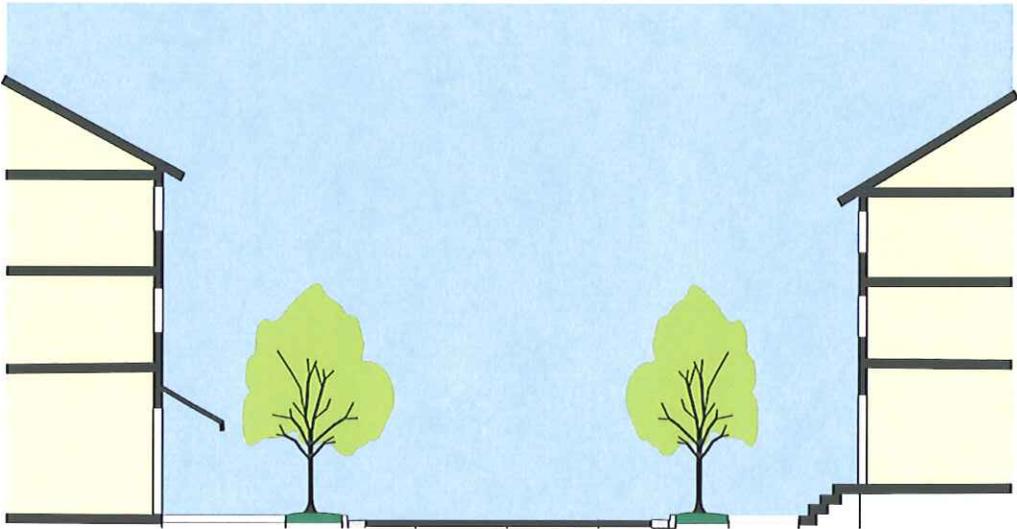
It is the Town's goal to provide, or to coordinate with others who provide sufficient facilities and services to all residents and businesses in an equitable manner and so that natural and built environments are protected and restorative measures are taken when resources and assets have been diminished or removed. This obviously applies to the Crescent District.

There are numerous community facilities available within close proximity to, or wholly within, the area that comprises the Crescent District. The W&OD Trail is a prime example of a community facility that is available and accessible for use as impending development of the Crescent District occurs.

As discussed earlier, there are numerous parks that would be refurbished or upgraded as a result of development within the Crescent District. New facilities would be provided on a basis that will be incumbent on pace of development, type of development and location of uses.

It is a goal of the Town that the Crescent District will utilize community facilities as cornerstones of the redevelopment of the area comprising the Crescent District. It is anticipated that as development progresses within the Crescent District, an on-going evaluation of community facilities will be required in order to ensure adequate to exemplary community facilities.

- Objective 1. Utilize available community facilities as a catalyst for redevelopment of the Crescent District**
- Objective 2. As the need arises, additional community facilities should be provided by the private sector, or the Town, to maintain and/or enhance the level of services currently provided or planned to be provided.**
- Objective 3. Review CIP budget annually to address facility needs of the Crescent District.**



Sample Street Design for the Crescent District

ATTACHMENT 8

A Brief History of the Leesburg Form-Based Crescent Design District:

- **June 3, 2006** – The Planning Commission recommended 7-0 to approve the Crescent Form-Based District subject to further analysis, including the following:
 - Further studies should be completed to assess the feasibility of the proposed road network, stormwater management options, necessary utility upgrades and relocation costs, and the implementation framework for building the infrastructure.
 - Consider options to address redevelopment for the remainder of the Crescent District and development in the East Market Street corridor in order to implement the CDMP and to address recommendations made by the H-2 Steering Committee. This could include phasing plans for expansion of the CFBD to remaining areas of the Crescent District and to East Market Street.

- **February 23, 2011** - Council adopted the CFBD with the proviso that the “ordinance shall be effective no later than March 1, 2012” The reason for this delayed effective date was so that other work necessary to fully implement the CFBD could be completed, including infrastructure analysis.

- **November 14, 2011** – Staff presented the results of its internal analyses to Council. Based on that information, Council identified several major concerns:
 - No Proffers - The Town would not receive any proffers (school capital facility contributions or regional transportation improvement contributions) to offset the costs of high density residential development.
 - Off-Site Improvements - All off-site transportation improvements would be the responsibility of the Town to complete.
 - Eminent Domain – A potential amendment to the Virginia State Constitution (on the ballot in November, 2012) could result in claims against the Town for inverse condemnation because of the CFBD Regulating Plan.
 - Mixed Use not guaranteed – The by-right nature of the CFBD will not result in a proper mix of uses and could instead result in mostly residential growth contrary to the intent of the Crescent District Master Plan.
 - No Public Input – The lack of a legislative process does not give the public any formal opportunity to provide input in the future as the CFBD redevelops.

Based on these concerns, Council instructed staff to conduct further study to address these issues and to further defer the effective date of the CFBD.

- **February 2, 2012** – The Planning Commission voted 7-0 to recommend to Council to defer the effective date of the CFBD from March 1, 2012 to a date on or before July 31, 2013.

- **February 8, 2012** – Council deferred the effective date of the CFBD to a date not later than July 31, 2012.

- **Spring, 2012** – Council held a series of work sessions to discuss alternatives to a pure form-based code. One goal was to find a way to implement form-based zoning, incrementally over time, that does not over-commit the Town fiscally. A second goal was to implement key elements of the CFBD, including building design, streetscape improvements, materials, and site design, and to determine if it was feasible to do this without a Regulating Plan.
 - **June 12, 2012** - Council adopted a resolution that directed Staff to draft revisions to the CFBD and to prepare a draft area for Council consideration at the July 23, 2012 Town Council Work Session. The draft ordinance should incorporate the following revisions:
 - Designate specific use areas for residential, commercial and mixed uses.
 - Rezoning required for increased residential density.
 - Rezoning required for increased height.
 - Town Plan shall guide street location.
 - Include design elements – Architecture, materials and color, dimensional standards, streetscape, landscaping and parking.
 - Streamline process.
 - Consider a wider geographic area within the downtown.
 - **July 24, 2012** - Council adopted a resolution that designated a general area to consider for the revised CFBD and instructed staff to draft revisions to the CFBD to achieve a fully functional code with necessary amendments to related documents including the Zoning Ordinance, Official Zoning Map, DCSM, SLDR and Town Plan.
 - **July 25, 2012 to Present** – Staff revised the CFBD to achieve the goals set by Council. The result is the Crescent Design District described below.
 - **October 4, 2012** – Planning Commission held a public hearing on the Crescent Design District.
- November 1, 2012** – Planning Commission approved the Crescent Design District and related amendments.