

**TOWN OF LEESBURG
NOTICE OF TOWN COUNCIL PUBLIC HEARING
TO CONSIDER A REZONING APPLICATION
TLZM-2015-0003, PENNINGTON LOT/LOUDOUN COURTHOUSE PARKING GARAGE**

Pursuant to Sections 15.2-1427, 15.2-2204, 15.2-2205 and 15.2-2285 of the Code of Virginia, 1950, as amended, the **Leesburg Town Council** will hold a public hearing on **Tuesday, February 9, 2016 at 7:30 p.m.** in the Town Council Chambers, 25 West Market Street, Leesburg, Virginia, 20176 to consider Rezoning Application TLZM-2015-0003, Pennington Lot - a request by Loudoun County to rezone from R-6 (“Moderate Density Residential”) to GC (“Government Center”) a 9.9 acre parcel with no address located at the end of Church Street extended. The proposal would allow a parking garage up to 4-stories in height with access both at Church and North Streets and associated site improvements.

The property is located on the east side of Church Street north of North Street NE with no address and has frontage on both Church Street extended and North Street. The property is further described as Loudoun County Parcel Identification Number (PIN): 231-49-7056 (Tax Map Number: /48/A//33//2/). The parcel is zoned R-6, “Moderate Density Residential District.” The *Town Plan* designates this property as “Low Density Residential” on the Land Use Policy Map with a density of 1-4 dwelling units per acre. The proposed density of the parking garage is approximately 0.58 FAR (Floor Area Ratio). A separate Town Plan Amendment Application (TLTA-2015-0001) has also been submitted by the applicant to change the Town Plan Planned Land Use onsite from “Low Density Residential” to “Downtown” and provide additional policy guidance for use of the site.

As allowable by Town of Leesburg Zoning Ordinance Section 7.3 the applicant is proposing one site specific design criteria to allow top deck lighting poles on the parking garage in lieu of Zoning Ordinance regulation Sec. 12.11.3.E prohibiting top deck lighting poles.

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

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

Ad to run:

1/27/16

2/3/16



Date of Council Meeting: February 9, 2016

**TOWN OF LEESBURG
TOWN COUNCIL PUBLIC HEARING MEETING**

Subject: TLZM-2015-0003, Pennington Lot Parking Garage

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

Council Action Requested: A motion is needed by Council to adopt the attached ordinance to approve the rezoning for the Pennington Lot parking garage in order to provide parking for the courts expansion.

Staff Recommendation: Subject to Council's satisfaction with the most recent architectural commitments for the garage, staff recommends approval.

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

The Planning Commission held a public hearing on this rezoning application on January 7, 2016. Fourteen members of the public spoke concerning this application. In addition, two written comments were received. Concerns centered on the parking garage access on North Street (since removed from the plans), land use compatibility of the parking garage at this location, architectural quality, screening, and landscaping. At the end of public comment, the public hearing was closed. The Planning Commission asked questions and discussed the proposals.

The Planning Commission next met in a work session on January 21, 2016 to discuss outstanding issues and request specific changes. On January 28, 2016 the Commission reviewed the rezoning plans revised through January 20, 2016 and proffers revised through January 27, 2016 and voted 5-1-1 to recommend approval of the application in accordance with the following motion.

I move that Rezoning TLZM-2015-0003 to rezone the 9.9 acre parcel known as the "Pennington Lot" from R-6 (Moderate Density Residential) to GC (Government Center) to allow a 4-story parking garage be forwarded to the Town Council with a recommendation of approval on the basis that the amendment meets the Approval Criteria of TLZO Section 3.3.15 and will serve the public necessity, convenience, general welfare and good planning practice as outlined in the January 7, 2016 staff report with the following changes to the Concept Plan dated January 20, 2016 subject to the following conditions:

1. The applicant provide Town Council with detailed design plans for the parking garage incorporating brick facades, vegetative screening, and other architectural improvements to improve the building's relationship to the H-1 Old and Historic District.

2. The storm drainage proposed to be directed from the eastern portion of the site and behind the homes on North Street be redirected instead along North Street in front of the homes.

The Planning Commissioner who voted against the application expressed concern with the size and appearance of the structure noting that the facility is “over-parked” relative to what is needed for the court expansion. The Commissioner suggested removing the fourth floor of the parking garage to reduce the mass of the building. Other concerns pertained to pedestrian walkways and the location of utility poles that would impede pedestrian travel and the need to further mitigate the appearance of the garage through architectural changes and/or green plant walls.

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

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

Executive Summary: This application rezones the 9.9 acre “Pennington Lot” parcel from R-6 (Moderate Density Residential) to GC (Government Center) to allow development of a 4-story parking garage to meet the parking needs of the expanded County Courts complex and some employee parking associated with the Government Center. The garage is banked into the hillside such that all four decks are visible from the western perspective but only three decks are above ground as viewed from the east. The footprint of the building is approximately 56,000 square feet. All access to and from the garage is provided from Church Street extended (except for an emergency access on North Street).

Background: The Loudoun County Department of Transportation & Capital Infrastructure has submitted this rezoning request on behalf of the Loudoun County Board of Supervisors. The Rezoning is one of three legislative applications needed to develop the County Courthouse expansion. The property is currently used for surface parking supporting the courts.

In response to requests made by the Planning Commission on this application, the applicant submitted further revised rezoning plans and proffers dated February 3, 2016. The most recent plans and proffers feature two key changes requested by the Planning Commission as follows:

- Consistent with Planning Commission recommended condition of approval #1 detailed drawings are now provided for the parking garage incorporating brick facades and vegetative screening.
- Consistent with Planning Commission recommended condition of approval #2 storm drainage is now routed along North Street in front of the homes.

An issue that has been discussed repeatedly during staff review, by the Planning Commission, and also by the public is the architecture of the garage relative to its location adjacent to the H-1 Old and Historic District and given surrounding residential uses. This most recent submission of plans introduces a new concept adding a thin brick façade to the south and west elevations of the building. The Pennington parcel is not in the H-1 and H-2 architectural control districts and as such, specific architectural guidelines do not apply. The Community Design policies of the Town Plan do apply however, they are general and simply encourage compatibility with the Old and Historic District and the surrounding residential neighborhood. Based on this general Plan guidance, Staff neither endorses nor opposes the Applicant's design. While the Applicant's changes do help to break up the appearance of the mass of the building, for durability purposes staff recommends that the façade be constructed of full brick rather than the proposed thin brick. Staff also finds that there is a lack of information and commitment on the materials and design of the elevator tower.

Attachments

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

PROFFER STATEMENT

Parking Garage – Pennington Lot, TLZM 2015-0003

December 17, 2015

January 21, 2016

January 27, 2016

February 3, 2016

The Board of Supervisors of Loudoun County, Virginia, as the owner of property described as Loudoun County Tax Map Number /48/A//33///2/ (PIN#: 231-49-7056) approximately 9.9 acres in size (the “**Parking Garage/Pennington Lot**”) and further identified on Sheet 10 of 22 on the Concept Development Plan submitted with this rezoning application, hereinafter referred to as the “**Property**”, the aforesaid owner hereinafter referred to as the “**Owner/Applicant**”, on behalf of itself and its successors in interest, hereby voluntarily proffers, pursuant to Section 15.2-2303, Code of Virginia (1950), as amended, and Section 3.3.16 of the Zoning Ordinance of the Town of Leesburg, Virginia (the “**Zoning Ordinance**”), in the event the Property is rezoned by the Leesburg Town Council, Virginia (hereinafter referred to as the “**Town**”) to the GC zoning district all as shown on the Concept Development Plan /Rezoning Plat defined in Proffer I.A. below, along with certain site specific design standards pursuant to Section 7.3.1 of the Zoning Ordinance, the development of the property shall be in substantial conformance with the following proffered terms and conditions.

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

A. CONCEPT PLAN AND SUBSTANTIAL CONFORMANCE.

Development of the Property will be in substantial conformance with Sheets 1, 2, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21 and 22 of 22 of the Concept Plan (together comprising and herein referred to as the “**Concept Development Plan**” or the “**CDP**”) of the plan set entitled “Loudoun County Courthouse Expansion – Phase III, Town Plan Amendment TLTA-2015-0001, Zoning Map Amendment TLZM-2014-0002, a Zoning Map Amendment TLZM-2015-0003”,

dated February 5, 2015, and revised through February 3, 2016, and prepared by Dewberry & Davis, LLC, which shall control the use, layout, and configuration of the Property with reasonable allowances to be made for engineering and design alterations to meet applicable town zoning, subdivision and land development regulations.

B. PROPOSED LAND USES.

The Property may be developed with up to a 4- tier parking garage facility adjacent to the existing surface parking lot.

II. TRANSPORTATION AND PEDESTRIAN IMPROVEMENTS

A. TRANSPORTATION IMPROVEMENTS.

1. Church Street Extended. Concurrent with the approval of the first site plan for the Property, the Applicant shall dedicate the right of way for the widening of a portion of Church Street Extended from North Street to its terminus near the northern boundary line of the Property, where Applicant will also construct a portion of a cul-de-sac, all as shown on Sheets 10 and 18 of the CDP. Said road improvements shall include new curb and gutters and be designed and constructed in accordance with applicable Town of Leesburg Design & Construction Standards Manual (DCSM) standards. Prior to the issuance of an occupancy permit for the new courthouse facility, the Church Street extended improvements must be open for traffic but not necessarily accepted by the Town for maintenance.

2. Wayfinding Signs. The Applicant shall pay for necessary Wayfinding signage and coordinate its installation with the Town Department of Public Works prior to the issuance of an occupancy permit for the new courthouse facility. The Pennington and Semones parking lots shall be clearly marked and identified with signs at all street entrances that are consistent in appearance with the Wayfinding sign program and reference “Public Courthouse Parking”.

3. North Street Access. The access between the parking garage and North Street as shown on Sheet 10 of the CDP shall be for emergency ingress/egress and maintenance purposes. During construction of the parking garage and re-construction of Church Street Extended said access may be used for public parking ingress/egress and construction vehicles.

B. PEDESTRIAN IMPROVEMENTS.

1. North Street Sidewalk. If a sidewalk is constructed by others on the adjacent parcel designated as PIN # 231-49-8926, the Applicant will construct a sidewalk along North Street frontage to provide for connectivity.

2. Slack Lane Sidewalk. As an alternative to providing a sidewalk along the western side of Slack Lane adjacent to the Semones lot, Applicant will construct an internal concrete walkway that meets accessibility requirements with crosswalks and required curb cuts through the Semones lot as shown on Sheet 4 of the CDP prior to the issuance of an occupancy permit for the new courthouse facility.

3. Snow Removal. The Applicant shall provide for snow removal along the proposed pedestrian circulation path as shown on Sheet 17 of the CDP, from the Pennington Lot along Church Street Extended and continuing along the eastern side of Church Street to Edwards Ferry Road, and shall provide for snow removal from the Semones lot along the northern side of Cornwall Street to Church Street.

III. LANDSCAPING, BUFFERING and LIGHTING.

A. LANDSCAPING. Landscaping, buffering and screening shall be installed as shown on Sheet 13 of the CDP prior to the issuance of an occupancy permit for the new courthouse facility. All landscaping, buffering and screening shall be shown on the site plan for the garage. All landscaping, buffering and screening shall be maintained in good condition and health, and dead or diseased materials shall be replaced with reasonable promptness taking into account seasonal weather limitations. Native plantings shall be used, except where precluded by conditions including, but not limited to salt, pollution and drought.

B. FOREST STAND MANAGEMENT PLAN. The Applicant shall establish a forest stand management plan for the undisturbed wooded portion of the Property and implement the recommendations from said plan. The forest stand management plan will be prepared by a certified arborist and submitted with the site plan application for the Property. Such plan shall:

1. Identify trees to be saved and provide measures to facilitate their survival.

2. Outline a strategy for reducing unwanted invasive plants determined potentially harmful to native species, and provide an incremental program for their removal.

3. Provide direction to remove a minimum of 50% of standing dead and fallen trees, evenly distributed throughout the Tree Preservation Area.

C. **SITE LIGHTING.** All lighting fixtures used in parking areas and on building exteriors shall be designed, constructed and installed to minimize light trespass off-site and to limit the view of lighting from off-site. Lighting fixtures shall be full cutoff, and directed downward and away from adjacent properties and streets. The design and location of the lights shall be as shown on Sheet 12 of the CDP. In order to minimize the visual impacts from the lights on the top deck of the building the height of the light poles on the top deck shall not exceed 25 feet 0 inches from slab to bottom of fixture and shall be located toward the interior of the top deck.

D. **OPERATIONAL CONTROLS.** The top level of the parking garage will be reserved for County use only and have restricted access. Access will be restricted by means of physical and security controls and will require a County issued key card to allow entry. The lighting on the top deck will be turned off from 7:00 p.m. to 5:00 a.m. daily during winter operation (EST) and be turned off from 9:00 p.m. to 5:00 a.m. daily during summer operation (DST), after which time the lights will go into motion detection mode to allow for safe passage of County employees and in response to any energy activities.

IV. GARAGE USE

A. **PARKING OF COUNTY VEHICLES.** The Applicant may utilize the parking lot and parking structure for the purposes of providing off-street parking spaces for County employees and for citizens conducting County Courthouse and Government business. To the extent the County chooses to utilize the parking lot and structure for the parking of County vehicles, such spaces will be clearly demarcated.

B. **OFF-HOURS USE.** The Applicant will operate the Pennington Lot in a manner as currently established for the County Government Center Parking Garage as set forth in Section 482.03 of the Codified Ordinances of Loudoun County, as amended periodically. Specifically, the garage will be restricted to parking for County Courthouse and Government business and

employees only during regular business hours. After-hours and weekend parking of vehicles on the Pennington Lot for downtown visitors and residents will be allowed.

V. CONSTRUCTION OPERATIONS

A. PRE-CONSTRUCTION PUBLIC MEETING. Applicant shall hold a public information meeting to communicate to affected parties such topics as the project phases and schedule, anticipated number of days and timing of required blasting, construction traffic routing, road closures and staging of construction materials. Applicant shall send a notice of said meeting to all adjacent property owners and notice the meeting in a paper of local circulation in the Town prior to the start of construction.

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

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

VI. GARAGE DESIGN

Garage elevations shall in general conformance with the elevation drawings shown on Sheet 14 of the CDP.

VII. STORM SEWER

The proposed storm sewer routing shall tie into and run along North Street as generally shown on Sheet 11 of the CDP.

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

BOARD OF SUPERVISORS OF LOUDOUN
COUNTY, VIRGINIA

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

COMMONWEALTH OF VIRGINIA
COUNTY OF _____, to wit:

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

Notary Public

My Commission Expires: _____

My Notary Registration Number: _____

STATEMENT OF JUSTIFICATION

LOUDOUN COURTHOUSE

TLZM 2015-0002
Concept Plan
Amendment
PIN #231-38-8886

TLZM 2015-0003
Zoning Map Amendment
PIN# 231-49-7056

TLTA 2015-0001
Town Plan Amendment
PIN# 231-49-7056

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

INTRODUCTION AND DESCRIPTION OF APPLICATION

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

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

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

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

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

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

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

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

TOWN PLAN

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

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

Chapter 2 – Natural Resources

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

Preserve, protect, and restore the tree canopy within the developed parts of Leesburg.

Chapter 3 – Parks & Recreation

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

Chapter 4 – Heritage Resources

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

Chapter 5 – Community Design

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

Chapter 6 – Land Use

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

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

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

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

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

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

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

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

Chapter 7 – Housing

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

Chapter 8 – Economic Development

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

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

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

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

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

Chapter 9 – Transportation

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

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

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

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

- King Street and Market Street – Restrict southbound left turns onto Market Street, the site traffic constitutes only approximately 4.4% of the total volume at the intersection.
- Edwards Ferry Road and Catoctin Circle – Install a traffic signal. Since a background plus 24 years scenario was not analyzed, a supplemental analysis for this specific intersection was conducted without site traffic. The analysis revealed that a signal is required under background 2040 conditions and solely due to the background traffic. With the development in place, the site traffic constitutes only approximately 4.2% of the total volume at the intersection.

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

Chapter 10 – Community Facilities & Services

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

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

ENVIRONMENTAL AND HISTORIC RESOURCES

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

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

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

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

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

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

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

Preservation and Mitigation Strategies

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

New Courthouse Construction

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION

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

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

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

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

ADJACENT USE RELATIONSHIP & MITIGATION

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

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

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

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

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

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

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

TOWN PLAN AMENDMENT

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

SECTION 3.16.5.D.2 CRITERIA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 3.16.5.D.3 CRITERIA

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

SECTION 3.16.5.D.4 CRITERIA

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

SECTION 3.16.5.D.5 CRITERIA

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

CHECKLIST WAIVERS

The Applicant is requesting the following checklist waivers:

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

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

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

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

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

SITE SPECIFIC DESIGN STANDARDS

Church St. Lot

Modification of Section 11.9 – Off-Street Loading Spaces

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

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

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

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

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

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

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

Modification of Section 12.8.3 – Required Screening & Buffering

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

Modification of Section 12.8.3 – Required Screening & Buffering

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

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

Modification of Section 12.4 – Street Trees

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

Modification of Section 12.3 – Twenty Year Tree Canopy

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

Modification of Section 12.11.4 – Outdoor Lighting

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

Pennington Lot

Modification of Section 12.8.3 – Required Screening & Buffering

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

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

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

Modification of Section 12.8.3 – Required Screening & Buffering

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

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

Modification of Section 12.11.3.E– Outdoor Lighting Standards

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

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

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

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

CONCLUSION

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

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



Date of Meeting: January 7, 2016

**TOWN OF LEESBURG
PLANNING COMMISSION PUBLIC HEARING**

Subject: TLZM-2015-0003, Pennington Lot/Courthouse Parking Garage

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

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

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

Proposal: A request by Loudoun County to rezone from R-6 (Moderate Density Residential) District to GC (Government Center) District a 9.9 acre parcel to allow a 4-story parking garage. (*NOTE: There are two related applications - TLTA-2015-0001 and TLZM-2015-0002. Those applications are discussed in separate reports.*)

Planning Commission Critical Action Date: April 16, 2016

Recommendation: Staff recommends approval subject to the revisions contained in this report. [*Staff findings are contained in Section VI on p. 17 below.*]

Acceptance Date: March 3, 2015

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

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

Figure 1. Property Information			
Address:	None	Zoning:	R-6
PIN #:	231-49-7056	Proposed Density:	N/A
Size:	9.9 acres	Planned Land Use:	Low Density Residential



Figure 2. Aerial

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

Suggested Motions:

Approval

I move that Rezoning TLZM-2015-0003 to rezone the 9.9 acre parcel known as the “Pennington Lot” from R-6 (Moderate Density Residential) to GC (Government Center) to allow a 4-story parking garage be forwarded to the Town Council with a recommendation of approval on the basis that the amendment meets the Approval Criteria of TLZO Section 3.3.15 and will serve the public necessity, convenience, general welfare and good planning practice as outlined in the January 7, 2016 staff report

- Or -

Denial

I move that Rezoning TLZM-2015-0003 to rezone the 9.9 acre parcel known as the “Pennington Lot” from R-6 (Moderate Density Residential) to GC (Government Center) to allow a 4-story parking garage be forwarded to the Town Council with a recommendation of denial on the basis that the amendment does not meet the Approval Criteria of TLZO Section 3.3.15 and will not serve the public necessity, convenience, general welfare and good planning practice based on the following findings _____.

- Or -

Alternate Motion

I move that _____.

-
- I. PROPOSAL:** The Loudoun County Department of Transportation and Capital Infrastructure has submitted this rezoning request on behalf of the Loudoun County Board of Supervisors as one of three legislative applications needed to develop the Loudoun County Courthouse expansion. The associated legislative applications are TLTA-2015-0001, to amend the *Town Plan* Land Use Policy Map replacing the “Low Density Residential” Planned Land Use Category with “Downtown” for the parcel subject to this rezoning, and TLZM-2015-0002, a rezoning application to allow a 92,000 s.f. courthouse at 2 Church Street NE. The project also includes offsite pedestrian improvements between the Pennington Lot and the Courthouse to provide safe, accessible passage. Please see the separate Planning Commission public hearing staff reports for the other associated legislative applications.

The Applicant is proposing a rezoning of the Pennington Lot from R-6 (Moderate Density Residential) to GC (Government Center) to allow development of a 4-story parking garage to meet the parking needs of the expanded County Courts complex (see Figure 4: Concept Plan and Figure 5: Perspectives). The garage is banked into the hillside such that all four decks are visible from the western perspective but only three decks are above ground as viewed from the east. The footprint of the building is approximately 56,000 square feet. Ground level access to and from the garage is provided from Church Street extended while an “exit-only” driveway allows egress to North Street from the second deck of the garage.



AERIAL PERSPECTIVE - 20 YEAR GROWTH



Figure 5. Perspectives

II. CURRENT SITE CONDITIONS: The subject property consists of a surface parking lot of approximately 209 spaces. Access to the lot is provided from two separate locations adjacent to Church Street Extended. The parking lot includes landscaping both within parking lot islands and along the perimeter. The parking lot is located on the western third of the site leaving the central and eastern portions of the site in open grassland and forest (see Figure 2. Aerial). Most of the eastern half of the parcel is forested. There is an existing twenty-foot wide storm sewer easement extending from the southeastern corner of the parking area southward to the property boundary.

III. ZONING HISTORY: The property is zoned R-6 (Moderate Density Residential) (see Figure 6) and is not subject to any previous rezoning applications.

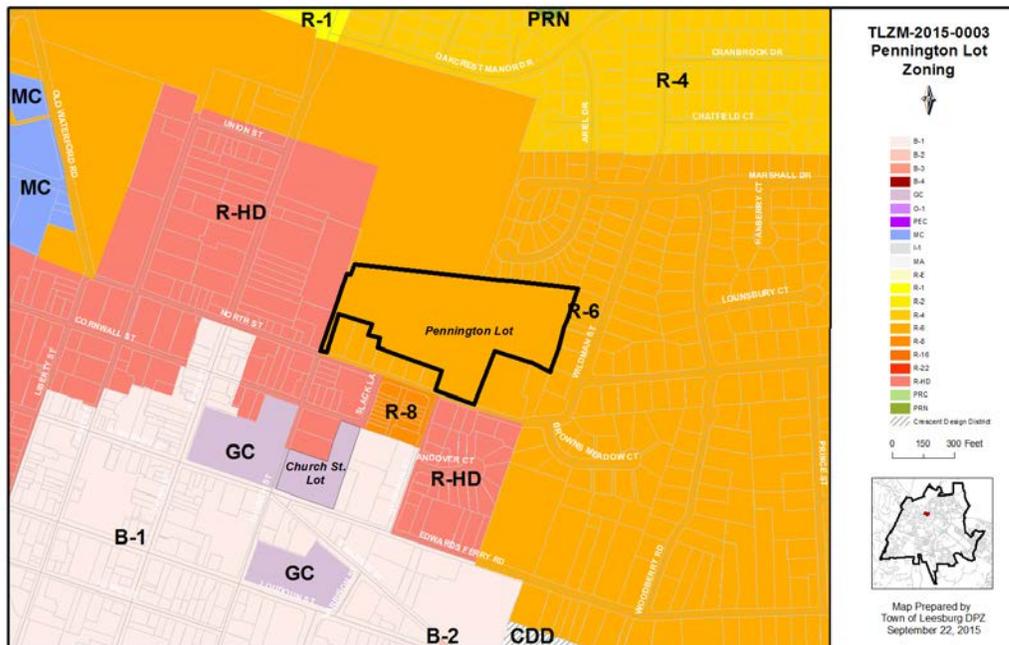


Figure 6. Zoning

IV. USES ON ADJACENT PROPERTIES

<i>Figure 7. Adjacent Uses</i>			
Direction	Existing Zoning	Current Use	Town Plan Land Use Designation
North	R-6	Cemetery & church grounds	Low Density Residential
South	R-6 & RHD	North Street. & Residential	Downtown
East	R-6	Single family detached residences	Low Density Residential
West	RHD	Church Street and a vacant lot	Downtown

V. STAFF ANALYSIS:

A. Review Summary:

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

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

2. ***Outstanding Issues (discussed in detail in this report):***

- a. Offsite Transportation Contribution: Per Appendix B of the *Town Plan*, it is recommended that the Applicant contribute a total of \$1,926,664 for off-site transportation costs (*Town Plan* Transportation Objective 7(b) and Appendix B). This figure is inclusive of the Pennington Lot rezoning request (TLZM-2015-0003). Off-site road improvements proffered by the Applicant may be used to decrease or meet this recommended contribution. Staff has asked the Applicant to provide a cost estimate for construction of the qualifying proposed offsite transportation improvements to show their value relative to the amount anticipated. To date, the requested estimate has not been provided.
- b. Operational Measures to Limit Impact of Top Deck Lighting: The Applicant proposes lighting poles up to 22 feet and 9 inches in height on the top deck of the parking structure. Although the proposed top deck lighting will be shielded from the adjoining properties Staff recommends that the Applicant proffer to specific operational measures (particularly for overnight hours) to limit lighting levels and associated impacts on surrounding properties.
- c. Stormwater Routing: Several homes along North Street directly in front of the Pennington Lot experienced flooding after the original Pennington surface parking lot was constructed many years ago. This resulted in the County and the Town working together on a partial remediation plan that included the addition of berms just beyond the rear yards of the affected homes.

The new parking garage and other improvements now proposed on the Pennington parcel will increase storm runoff which will need to be detained by a very large underground stormwater management (SWM) facility adjacent to the proposed garage. To drain this facility, the Applicant proposes to construct new stormwater pipes behind the previously flooded homes. As proposed by the Applicant those new stormwater pipes will tie into a pipe system that was constructed with and exists near the original parking lot directly behind the homes on North Street.

As an extra precaution against potential future flooding of these homes, Staff recommends that the proposed storm pipe and all the stormwater that drains from the SWM facility be relocated from where the Applicant currently proposes it to an alternate location along North Street. This option removes a substantial amount of the stormwater runoff being routed around the rear of these previously flooded homes and redirects the water to a point downstream and in front of these homes.

B. Town Plan Compliance: TLZO Section 3.3.15 requires an assessment of how the proposed rezoning will comply with applicable provisions of the *Town Plan*. The site is located in the Central Policy Area. The existing Planned Land Use Policy Map designates this area as “Low Density Residential” (see Figure 8) however the applicant has submitted a *Town Plan* Amendment application to designate the Planned Land Use as “Downtown.” Applicable *Town Plan* objectives and analysis follow.

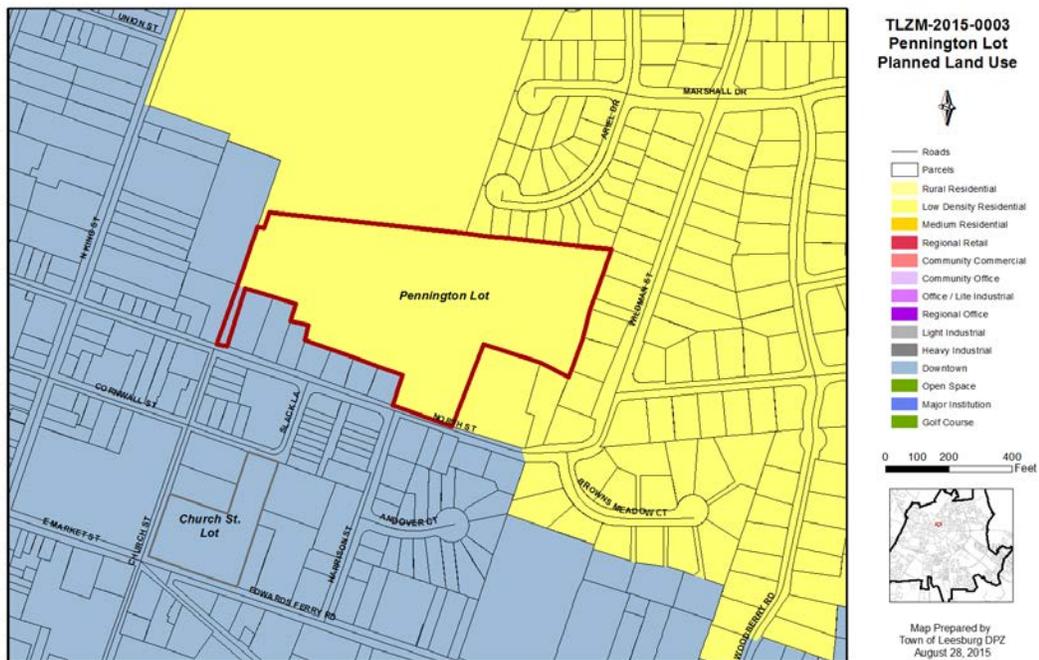


Figure 8. Existing Town Plan Land Use

1. General Land Use Objectives:

- Objective 2. Development and redevelopment should be compatible with the Town's character in terms of land use and design. (p. 6-7)
- Objective 4b. Obtain a fair share contribution for community facilities—such as schools, transportation, parks and recreation facilities, fire and rescue emergency services, public safety, and libraries—in the development review process. (p. 6-7)
- Objective 7. Allow uses that build upon regional and local economic assets. (p. 6-8)
- a. Protect the original Old and Historic District, including its function as a tourism and government center. (p. 6-8)
- Objective 11. Encourage infill development that is compatible with the character of existing or planned development in the vicinity. (p. 6-8)
- a. Mitigate potential negative impacts through site design, including location of facilities and access, building height, scale, and massing; and buffers between different uses. (p. 6-8)
- Objective 15. Continue to ensure sufficient parking in the original Old and Historic District as additional development occurs. Minimize the impacts of parking on the pedestrian experience and character of the district. (p. 6-14)
- a. Parking lots and parking structures should generally not front on streets. (p. 6-14)

2. Economic Development Objectives:

- Objective 1. Promote economic development that builds upon the strengths of the Town and region. (p. 8-3)
- b. Retain County government facilities in Leesburg, while ensuring that the facilities are in keeping with the Town's character. (p. 8-3)

Staff Analysis: *Town Plan* Land Use guidance (Objectives 2 and 11) call for the scale and design of new development to be compatible with surrounding development and the character of Leesburg. In order to meet its intended purpose of providing the necessary parking for the courts complex, the scale of the parking garage is much larger than any buildings in its vicinity. The parking structure is banked into an existing hillside resulting in the lowest of the four parking decks being located underground on the eastern and most of the northern side of the building. This reduces the impact of the scale to some

degree from those directions. The local limestone conglomerate geology and stormwater requirements preclude the parking structure from being built further underground. The applicant has taken measures, such as the choice of building colors, to relate the design of the building to the character of Leesburg. However, more of these details should be described in either the proffers or on Sheets 14 and 15 (Elevations and Perspectives) Sheets of the Concept Plan.

Town Plan Land Use Policy 11a specifies that negative impacts of new construction should be mitigated through site design. The location of the parking structure toward the interior of the site allows for extensive tree preservation that helps mitigate the negative visual impacts from the north and east. Additional trees proposed to be planted near the building and along the North Street exit driveway also help mitigate visual impacts from the south.

General Land Use Objective 7 and Economic Development Objective 1a provide guidance for retaining the County government function and its importance to the downtown. This proposal furthers these objectives.

The proposal furthers the *Town Plan* objective to continue to ensure sufficient parking downtown. As well, the proposal is consistent with the *Town Plan* guidance that parking structures not front on streets.

Staff notes that the proposed institutional use does not meet the current *Town Plan* guidance for land use, but Applicant has submitted a *Town Plan* amendment to address that primary issue. However, considering other elements of the *Plan*, Staff believes that the *Town Plan* designates preservation of the civic courts in their current setting as important to maintain the economic health of the Historic Downtown and to retain the historic relationship between the courts and Leesburg. Because this proposal accomplishes that while generally implementing measures to offset the negative impacts of the development staff finds the application largely consistent with these other policies of the *Town Plan*.

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

There are three major transportation improvements associated with the courts complex expansion and Pennington Lot garage:

1. Construction of Church Street extended (the portion of Church Street north of North Street) to public road standards. Until last year, the portion of Church Street north of North Street was believed to be part of the Pennington Lot tract of land. The County,

who owns the Pennington Lot, constructed improvements along this section to provide access to the surface parking lot onsite and has maintained this access. As part of the research in preparing for the submission of the applications to allow the courts expansion it was determined that the access way north of North Street is not part of the Pennington Lot but instead is Town Right-of-Way. Consistent with Staff's request the Applicant has proffered to upgrade the access way to public road standards following which the Town will take over responsibility for its maintenance.

2. Signalization of the N. King Street and North Street intersection. As described in the "Outstanding Issues" section of this report, Staff believes the signalization will need to be in place at the time the courthouse expansion is operational. The Applicant is simply proffering to provide a contribution of \$253,000 toward the signalization of North Street and N. King Street. Staff believes the improvement should be *constructed* by the Applicant and completed prior to the issuance of an occupancy permit for the new courthouse. Staff also believes the proffered contribution falls well short of what the improvement would cost. Note that the proffers for the Pennington Lot do not include this contribution; it is Proffer #2 of the Courthouse Expansion (TLZM-2015-0002) and is dealt with further in that staff report.
3. Provision of a signal or traffic circle at the intersection of Edwards Ferry Road and Catoctin Circle. The Applicant has proffered to contribute \$253,000 toward this intersection improvement. As proffered, this intersection improvement will not be constructed as part of the courts complex expansion. Instead, the Applicant will provide the contribution to the Town prior to obtaining an occupancy permit for the new courthouse. Staff has no issue with this improvement being constructed at a later date (as opposed to prior to courthouse occupancy) but notes that the proffered contribution falls well short of the total cost of the improvement. Note that the proffers for the Pennington Lot do not include this contribution; it is Proffer #3 of the Courthouse Expansion (TLZM-2015-0002) and is dealt with further in that staff report.
4. **Parking:** The parking standard for the existing and proposed courts complex is one parking space for every 335 s.f. of courthouse space. The proposed courts expansion increases the total number of required spaces from 451 to 717. A total of 933 spaces are proposed consisting of 28 at the existing and proposed courts buildings, 36 at the Semones Lot, 147 surface parking spaces at the Pennington Lot, and 722 spaces in a proposed 4-story parking garage on the Pennington Lot. The proposed parking meets the required Zoning Ordinance standards.

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

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

5. **Site Design:** The parking garage is situated toward the interior of the site adjacent to the existing surface parking area. This location is appropriate allowing for substantial buffering through tree preservation of the residential properties to the east and northeast.

Vehicle access to the site will be via Church Street where two entrances are provided to the surface parking lot. Traffic to the parking garage travels through the surface parking lot to a first floor garage entrance.

An egress-only driveway allows vehicles from the second floor of the garage to exit to North Street near Harrison Street. The exit to North Street is not directly aligned with Harrison Street but still meets safety standards for egress-only purposes. Applicant has proffered that if in the future it acquires the necessary property to align the North Street exit with Harrison Street, it will construct the realignment.

Landscaping and screening are provided as discussed below in the sections entitled “Site Specific Design Criteria” and “Buffering and Screening.”

6. **Site Specific Design Criteria:** The GC Zoning District allows for the Applicant to propose site specific design criteria “to minimize any potential intrusion on adjoining properties” as a part of the rezoning process (TLZO Sec. 7.1). Site specific design criteria are alternative standards to Zoning Ordinance requirements for such things as landscaping, buffering, and parking. The Applicant is proposing three site specific design criteria as described below (note the item listed as Site Specific Design Standard #3 for buffers “F” and “H” on page 10 of the rezoning plans is not needed and the request has been withdrawn).

- a. Required Screening and Buffering – Buffers “A,” “B,” and “C”

Applicant Proposal – Allow preservation of existing woody and herbaceous vegetation ranging between 40 and 300 feet wide to provide the necessary screening along the northern, eastern, and southeastern property lines rather than the required 25-foot wide S2 plantings (TLZO Sec. 12.8.3).

Staff Analysis – TLZO Sec. 12.3.4 calls for preservation of existing onsite trees to the greatest extent possible. The Applicant proposes retention of several acres of trees that will provide the screening function of the required plantings. Additional screening trees are proposed along the limits of clearing and grading adjacent to the parking garage. Further, the Applicant has proffered to provide a Forest Stand Management Plan detailing management

measures that will be implemented to ensure the health and long term viability of the forest stand to ensure the buffer is effective. Staff believes these measures are sufficient to ensure effective screening. Staff supports the proposed site specific design criteria

b. Required Screening and Buffering – Buffer “E”

Applicant Proposal – Reduce the required 25-foot wide S2 buffer (TLZO Sec. 12.8.3) for a linear distance of 55 feet between the residential property at 114 North Street and this site to a 10-foot wide S2 buffer and a masonry wall.

Staff Analysis – Provision of the full required buffer at this location would necessitate shifting the proposed parking garage driveway further to the east. This is undesirable from a transportation perspective because shifting the driveway eastward moves it further out of alignment with Harrison Street across North Street. Staff has worked with the Applicant to ensure the driveway is aligned as closely as possible with Harrison Street in order to limit site distance issues that could compromise safety at this location. The Applicant is proposing a 6-foot high masonry wall to supplement the proposed 10-foot buffer. Staff supports the proposed site specific design criteria for the buffer between the residential property and the parking garage driveway at this location.

c. Top Deck Outdoor Lighting Poles:

Applicant Proposal – The Applicant is requesting a modification of Section 12.11.3.E of the Town of Leesburg Zoning Ordinance, to allow light poles on the top deck of the parking structure. The Virginia Uniform Statewide Building Code requires a 1 foot-candle (average maintained) of light be provided during an emergency. The applicant is unable to meet this standard without providing elevated (i.e. “pole”) lighting on the top deck of the garage.

Staff Analysis – Staff understands the need to provide sufficient lighting on the top deck of the parking garage. However, the proposed parking structure with top deck lighting poles adjacent to residential uses creates a challenge for mitigating the impacts. As requested by staff, the Applicant did alternatives analysis for providing the necessary lighting. The analysis showed to Staff’s satisfaction that the proposed eight lighting poles at a height of 22 feet 9 inches was the minimum necessary to meet the 1-footcandle requirement for top deck lighting. The Applicant has proffered to a slightly lower pole height than that allowable by the Zoning Ordinance (22’9” instead of 25 feet). Consistent with a lighting proffer the Applicant shall use fully shielded, full cut-off lighting that is directed downward and minimizes light trespass offsite. Further, the Photometric Plan demonstrates meeting the Town standard of not exceeding 0.5 footcandles at the property boundary. While Staff appreciates

the efforts made to minimize the impacts of the top deck lighting, we continue to recommend the Applicant proffer additional measures (such as reducing top deck lighting levels overnight) to make the proposed improvements more compatible with these surrounding residential neighborhoods.

7. **Building Design:** The property is located outside of the H-1 and H-2 Overlay Districts so it is not subject to BAR review. The parking structure is banked into an existing hillside resulting in the lowest of the four parking decks being located underground on the eastern and most of the northern side of the building. This reduces the impact of the height of the structure as seen from the northeast, east, and southeast creating a 3-story appearance that is more compatible with the residential neighborhood. An elevator/stairwell tower composed of glass and masonry is located on the southeastern front of the building. The primary color of the panels is buff-gray with dark red-brown brick accents provided at the base of the structure and in the elevator tower. Precast panels are faceted to break up the façade. Horizontal openings for ventilation along the front of the structure are interrupted by vertical panels that cover the openings and provide a vertically-oriented architectural element to the otherwise horizontal dominate design. Evergreen vegetation placed directly in front of the building screens most of the West and north elevation. The building elevations are proffered as Sheets 14 and 15 of the Concept Plan. Staff is concerned that the design of the parking structure is not compatible enough with the surrounding residences and church use, and the level of architecture expected today in the downtown area. As proposed, the structure is not very different from the garages seen in non-architecturally controlled commercial areas. Examples of more integrated parking structures were supplied by Staff to the Applicant but as of this date the only details of the elevations proffered by Applicant are those shown on Sheets 14 and 15. Some of the details described above are taken from conversations with the Applicant and should be proffered.
8. **Buffers and Screening:** Buffering and screening is sufficiently provided (see Landscaping Plan, Figure 9) through a combination of tree preservation, new landscaping vegetation, and selective use of masonry walls. A substantial tree save area approximately 4 acres in size will function as the buffer along the northern and most of the eastern property lines. Along the remaining eastern property line and most of the southern property line the required 25-foot wide S-2 buffer is provided in addition to supplemental trees to further augment the screening. As discussed in the “Site Specific Design Criteria” section of this report, the Applicant has proposed alternative buffering and screening for one area adjacent to 114 North Street. Staff finds the proposed buffering and screening sufficient.
9. **Fiscal Impact:** A waiver of the requirement to submit a fiscal impact analysis (TLZO Sec. 3.3.6.J) was granted based on the subject property’s ownership by Loudoun County, a tax exempt entity. Redevelopment of this parcel for a tax generating use would require use of another site elsewhere downtown to accommodate the courthouse expansion, effectively replacing one tax exempt parcel with another.

10. Utilities: The site is served adequately by sewer and water.

11. Proffers: TLZO Sec. 3.3.16 states in part, “As part of an application for a rezoning, a property owner may voluntarily proffer in writing the provision of reasonable conditions to apply in addition to the requirements provided for in the applicable regulations.” The proffers cover substantial conformance with Concept Plan, allowable uses, transportation and pedestrian improvements, design, landscaping, buffering, and construction issues (see attachment 4). Staff finds the proffers largely acceptable with the following exceptions:

1. **Building Elevations and Details:** The elevations for the parking structure on Sheets 14 and 15 do not contain any details regarding the construction materials for the building nor do they indicate its height. There is no depiction of the light poles on the top deck and no details of lighting fixtures or other building features. To avoid confusion and to better inform the public, Staff recommends that these items be addressed in the proffers or on the Concept Plan to give better assurance regarding what the building will actually consist of and look like.
2. **Operational Controls to Limit Top Deck Lighting:** Staff recommends a proffer that commits to specific measures (such as preventing nighttime access to the top deck and reducing lighting levels) to reduce lighting impacts of the upper deck on the nearby residential neighborhoods.

12. Rezoning Approval Criteria: Zoning Ordinance Section 3.3.15 establishes the following criteria for the Planning Commission and Town Council to use, in addition to other reasonable considerations, in making their decision regarding approval or disapproval of a zoning map amendment application. Listed below are the specific criteria with staff response.

- *Consistency with the Town Plan, including but not limited to the land use compatibility policies.* – As discussed in the *Town Plan* section of this report, Staff finds the proposal generally consistent with the policies of the *Town Plan*. The applicant should demonstrate that the value of their proffered offsite transportation improvements meets the anticipated amount as established in Appendix B of the *Town Plan*.
- *Consistency with any binding agreements with Loudoun County, as amended, or any regional planning issues, as applicable.* - There are no applicable binding agreements or inconsistent regional planning issues.

- *Mitigation of traffic impacts, including adequate accommodation of anticipated motor vehicle traffic volumes and emergency vehicle access.* – Subject to the proffered transportation improvements the transportation network is adequate to handle the vehicular trips created by the proposed development. The proposed points of ingress and egress meet DCSM and Zoning Ordinance requirements. Proposed sidewalk improvements provide for pedestrian access connecting the courthouse to offsite parking.
- *Compatibility with surrounding neighborhood and uses.* – Through a combination of site design, tree preservation, buffering, and screening the parking garage's incompatibility with surrounding residential uses is largely mitigated. Staff recommends the applicant implement additional lighting controls for the top deck of the parking garage as a further measure to limit the impacts of the roof top lighting. Staff further recommends that additional information regarding building materials and details be shown and proffered to ensure compatibility of the structure with surrounding uses.
- *Provision of adequate public facilities.* – Adequate public facilities either exist or will be provided subject to the applicants proffers.

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

- A. The proposal is in general conformance with the policies of the *Town Plan*; and
- B. The approval criteria of TLZO Sec. 3.3.15 have been satisfied; and
- C. The proposal would serve the public necessity, convenience, general welfare and good zoning practice.
- D. Staff recommends that additional details regarding the proposed parking structure be illustrated or proffered to ensure compatibility of the structure with surrounding uses.
- E. As a precaution against potential future flooding of homes on North Street, Staff recommends that the proposed storm pipe and all the stormwater that drains from the SWM facility be relocated to an alternate location along North Street.
- F. Staff recommends that Applicant proffer additional measures such as operational controls to the top deck lighting to make the proposed improvements more compatible with these surrounding residential neighborhoods.

VII. RECOMMENDATION:

Staff recommends TLZM-2015-0003, Pennington Lot/Courthouse Parking Garage be scheduled for Planning Commission work session on January 21, 2016 and that the applicant be requested to provide any additional information as identified by the Commission this evening and resolve outstanding issues as identified in the staff report and by the Commission.

Attachments

1. Rezoning plans dated February 2, 2015 and revised through December 17, 2015
2. February 2, 2015 Statement of Justification revised through November 13, 2015
3. Courthouse Proffers dated December 17, 2015
4. Pennington Lot Proffers dated December 17, 2015



Date of Meeting: January 21, 2016

**TOWN OF LEESBURG PLANNING COMMISSION
WORK SESSION**

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

Staff Contact: Irish Grandfield, AICP, Senior Planner

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

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

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

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

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

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

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

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

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

I. SUMMARY OF STAFF RECOMMENDATIONS:

Staff recommends the applicant address the following:

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

II. PLANNING COMMISSION REVIEW SUMMARY:

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

A. DISCUSSION ITEMS

Transportation

1. **Traffic Volume**

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

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

2. **Traffic Speed/Resident Safety**

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

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

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

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

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

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

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

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

5. Edwards Ferry Rd./Harrison St. Intersection

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

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

6. North/North King St. Intersection Improvement

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

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

7. Edwards Ferry/Catoctin Circle Intersection Improvement

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

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

8. Restrictions on Public Road Use

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

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

Garage

9. Parking Garage Mass/Size

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

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

10. Alternate Parking

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

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

11. Parking Garage Architecture

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

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

12. Parking Garage Lighting

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

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

13. Operational Controls for Top Deck Lighting

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

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

14. North Street Exit from Parking Garage

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

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

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

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

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

Garage Screening

15. Garage Screening from North Street.

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

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

16. “Green” Garage

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

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

Pedestrian

17. Sidewalk Maintenance

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

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

18. Shuttle

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

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

Stormwater Management

19. SWM Routing/Flooding

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

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

Fiscal Impact Courts Project

20. Fiscal Impact Analysis

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

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

Buffering/Screening Courts

21. Screening Walls

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

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

22. Native Trees

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

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

Modifications

23. Reconsideration of Waivers and Buffers

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

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

Construction

24. Construction Hours

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

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

25. Church St. Closures

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

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

26. Blasting Hours & Impacts

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

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

27. Access During Construction: Episcopal Cemetery and Catholic Cemetery

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

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

Proffers

28. Proffer Changes

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

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

B. RESPONSES TO COMMISSIONER QUESTIONS

29. Possible Property-Taking

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

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

30. Fencing Common Green

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

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

31. Statement of Justification Clarifications

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

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

32. Lifting ADA Restriction on parking spaces after hours

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

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

C. RESOLVED ISSUES

33. Obstruction of View at North/North King Street Intersection

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

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

34. Better One-Way Signage:

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

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

35. Acreage Discrepancy

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

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

36. On-Street Parking

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

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

37. Sidewalk Condition

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

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

38. Wayfinding Signage

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

Analysis: The applicant is expected to provide information to satisfy this concern at the January 21, 2016 work session.

39. Mt. Olive Lodge Request

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

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

III. ACTION SINCE THE PLANNING COMMISSION PUBLIC HEARING:

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

IV. RECOMMENDATION:

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

LOUDOUN COUNTY COURTHOUSE EXPANSION - PHASE III

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

TOWN OF LEESBURG LOUDOUN COUNTY, VIRGINIA

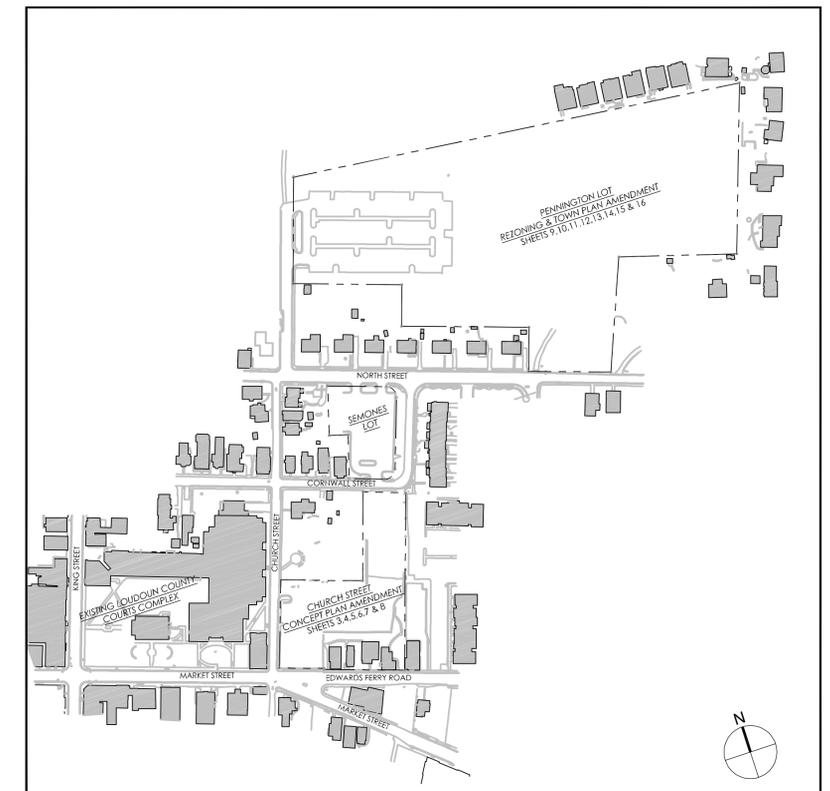


AERIAL RENDERING



VICINITY MAP

SCALE: 1" = 500'



CONTEXT MAP

SCALE: 1" = 200'

GENERAL NOTES

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

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

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

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

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

SHEET INDEX

- COVER SHEET
- REZONING PLAT
- CHURCH ST - EXISTING CONDITIONS
- CHURCH ST - CONCEPT PLAN
- CHURCH ST - GRADING & UTILITIES
- CHURCH ST - PHOTOMETRIC PLAN
- CHURCH ST - LANDSCAPE PLAN
- CHURCH ST - ELEVATIONS & PERSPECTIVES
- PENNINGTON LOT - EXISTING CONDITIONS
- PENNINGTON LOT - CONCEPT PLAN
- PENNINGTON LOT - GRADING & UTILITIES
- PENNINGTON LOT - PHOTOMETRIC PLAN
- PENNINGTON LOT - LANDSCAPE PLAN
- PENNINGTON LOT - ELEVATIONS
- PENNINGTON LOT - GARAGE PERSPECTIVES
- PENNINGTON LOT - VIEWSHED PERSPECTIVES
- PEDESTRIAN & VEHICULAR CIRCULATION PLAN
- CHURCH STREET IMPROVEMENTS
- CROSS SECTIONS
- SIGHT DISTANCE PLAN & PROFILES
- SIGHT DISTANCE PLAN & PROFILES
- AUTO TURN EXHIBIT

OWNER

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

APPLICANT

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

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

NOTES:

- 1.) THE PARCEL IDENTIFICATION NUMBER (P.I.N.) FOR THE PROPERTIES SHOWN HEREON ARE 231-49-7056, 231-49-1925 & 231-38-8886.
- 2.) NO ZONING VIOLATIONS HAVE BEEN DETERMINED BY THIS FIRM. CURRENT ZONING IS B-1, R-HD & R-6.
- 3.) NO HAZARDOUS WASTE SITES INVENTORY TAKEN FOR THIS SURVEY.
- 4.) NO SUBSURFACE INVESTIGATION HAS BEEN DONE BY THIS FIRM FOR UNDERGROUND UTILITIES.
- 5.) NO ENVIRONMENTAL IMPACT STUDY HAS BEEN DONE BY THIS FIRM.
- 6.) NO GRAVEYARD INVENTORY TAKEN.
- 7.) NO WETLANDS INVENTORY TAKEN.
- 8.) SURVEY BASED ON A CURRENT FIELD RUN SURVEY.
- 9.) THE PROPERTY IS DELINEATED ON FEMA (FEDERAL EMERGENCY MANAGEMENT AGENCY) FLOOD INSURANCE RATE MAP NUMBER 51107C0227D & 51107C0231D, EFFECTIVE DATE JULY 5, 2001 AND LIES WITHIN ZONE "X" WHICH IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOODPLAIN.
- 10.) NO TITLE REPORT FURNISHED
- 11.) OVERLAP DEED REFERENCES: PLAT C, PAGE 232-8
DEED BOOK 376, PAGE 140
DEED BOOK 70, PAGE 395
LETTER O

ADJACENT LANDOWNERS:

- ▲ - NICHOLAS C. DONNANGELO
PIN: 231-49-0323
DB 812 PG 1746
- ▲ - SEAN FONTAINE & KATHRYN FONTAINE
PIN: 231-49-0621
INSTR. 201110120062766
- ▲ - OLIVE BRANCH LODGE
NO 114
PIN: 231-49-0920
DB 593 PG 19

- KATHARINA S. BRANDT
PIN: 231-49-0535
DB 1180 PG 878
- JEANNE R. ROGERS
PIN: 231-49-0535
DB 1180 PG 878
- ROBERT B. O'CONNOR AND AMY R. O'CONNOR
PIN: 231-49-0532
DB 1665 PG 2144
- WILLIAM S. BORGER AND TINA M. BORGER
PIN: 231-49-0429
INSTR. 200807100042474
- CHERI BRUNDIGE
PIN: 231-49-9925
INSTR. 200611140095524

- NICHOLAS C. DONNANGELO
DB 1766 PG 2356
PIN: 231-49-0110
- OLD EPISCOPAL CEMETERY LOT
PIN: 231-38-9999
(GRAVEYARD - OWNER UNKNOWN)
- COLONIAL SQUARE OFFICE CONDOMINIUM
PIN: 231-38-2798
DB 707 PG 776
- COLONIAL SQUARE OFFICE CONDOMINIUM
PIN: 231-38-2378
DB 707 PG 776
- 114 EDWARDS FERRY ROAD, LLC
INSTR. # 2010214-0080669
PIN: 231-39-1278

- NICHOLAS C. DONNANGELO
DB 1766 PG 2356
PIN: 231-49-0110
- OLD EPISCOPAL CEMETERY LOT
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(GRAVEYARD - OWNER UNKNOWN)
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- COLONIAL SQUARE OFFICE CONDOMINIUM
PIN: 231-38-2798
DB 707 PG 776
- COLONIAL SQUARE OFFICE CONDOMINIUM
PIN: 231-38-2378
DB 707 PG 776
- 114 EDWARDS FERRY ROAD, LLC
INSTR. # 2010214-0080669
PIN: 231-39-1278

- NICHOLAS C. DONNANGELO
DB 1766 PG 2356
PIN: 231-49-0110
- OLD EPISCOPAL CEMETERY LOT
PIN: 231-38-9999
(GRAVEYARD - OWNER UNKNOWN)
- COLONIAL SQUARE OFFICE CONDOMINIUM
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INSTR. # 2010214-0080669
PIN: 231-39-1278

MOST REVEREND JOHN R. KEATING,
BISHOP OF THE CATHOLIC DIOCESE
OF ARLINGTON, VIRGINIA
PIN: 230-19-7452
DEED BOOK 899 PAGE 456

HAMLET AT LEESBURG
PC F-685-08

THE COUNTY OF LOUDOUN
IN VIRGINIA

PIN: 231-49-7056
DEED BOOK 622 PAGE 433
9.9051 ACRES
NO BUILDINGS

CURRENT ZONE: R-6
PROPOSED ZONE: GC

THE COUNTY OF LOUDOUN
IN VIRGINIA

PIN: 231-49-1925
DEED BOOK 611 PAGE 308 (1/2 INTEREST)
DEED BOOK 611 PAGE 341 (1/2 INTEREST)
0.6747 ACRES
NO BUILDINGS

EXISTING ZONE: R-HD
PROPOSED ZONE: R-HD

THE COUNTY OF LOUDOUN,
VIRGINIA

AND
THE BOARD OF SUPERVISORS OF
LOUDOUN COUNTY, VIRGINIA

PIN: 231-38-8886
PLAT CAB E SLOTT 51 PGS. 7 &
DEED BOOK 1585, PAGE 1193
1.8882 ACRES

EXISTING ZONE: GC
PROPOSED ZONE: GC

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

EASEMENT LEGEND:

- (A) - APPROXIMATE LOCATION OF CENTERLINE 10' EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA DEED BOOK 865, PAGE 85
- (B) - APPROXIMATE LOCATION OF A 10' EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA DEED BOOK 865, PAGE 85
- (C) - APPROXIMATE LOCATION OF CENTERLINE 5' EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA DEED BOOK 865, PAGE 853

LEGEND:

- PIN - PARCEL IDENTIFICATION NUMBER
- IPF - IRON PIPE FOUND

CURVE TABLE

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



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

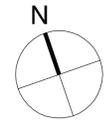
REZONING PLAT

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

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

Dewberry
Dewberry & Davis LLC
1500 Edwards Ferry Road, Suite 200, Leesburg, Virginia 20176
Phone 703.771.1800 Metro 703.478.1335 Fax 703.771.4091
www.dewberry.com

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



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

ADJACENT OWNERS

- B1 BRANDI, KATHARINA S
 ZONE: R-HD
 PIN: 231-49-0739
 STATE USE: URBAN SINGLE FAMILY
- B2 ROGERS, JEANIE R
 ZONE: R-HD
 PIN: 231-49-0535
 STATE USE: URBAN SINGLE FAMILY
- B3 O'CONNOR, ROBERT B & AMY R
 ZONE: R-HD
 PIN: 231-49-0532
 STATE USE: URBAN SINGLE FAMILY
- B4 BORGER, WILLIAM S & TINA M
 ZONE: R-HD
 PIN: 231-49-0429
 STATE USE: URBAN SINGLE FAMILY
- B5 HARTIG, LOUIS SAXON
 ZONE: R-HD
 PIN: 231-49-0621
 STATE USE: URBAN SINGLE FAMILY
- B6 MOKLEY, LESTER O ET AL TRUSTEES
 ZONE: R-HD
 PIN: 231-49-0520
 STATE USE: URBAN SINGLE FAMILY
- B7 PAYNE, FAY W
 ZONE: R-B
 PIN: 231-49-3825
 STATE USE: URBAN SINGLE FAMILY
- B8 KISER, PAUL D & TRACEY E
 ZONE: R-B
 PIN: 231-49-3722
 STATE USE: URBAN SINGLE FAMILY
- B9 BURHAM, JOHN E & DENISE J
 ZONE: R-B
 PIN: 231-49-3620
 STATE USE: URBAN SINGLE FAMILY
- C1 GOINS, KENNETH W TRUSTEE
 ZONE: R-B
 PIN: 231-49-3619
 STATE USE: URBAN SINGLE FAMILY
- C2 KESSLER, CARLEIGH
 ZONE: R-B
 PIN: 231-49-3516
 STATE USE: URBAN SINGLE FAMILY
- C3 SUDDERTH, GAIL
 ZONE: R-B
 PIN: 231-49-3414
 STATE USE: URBAN SINGLE FAMILY
- C4 LUMLEY, ANDREW R & TAMARA A
 ZONE: R-B
 PIN: 231-49-3412
 STATE USE: URBAN SINGLE FAMILY
- C5 RICKETTS, JOHN F & ALEXANDRIA L
 ZONE: R-B
 PIN: 231-49-3309
 STATE USE: URBAN SINGLE FAMILY
- C6 BOUFFARD, THOMAS A & PAULA
 ZONE: R-B
 PIN: 231-49-3207
 STATE USE: URBAN SINGLE FAMILY

EASEMENT NOTES

- (AA) APPROXIMATE LOCATION OF CENTERLINE 10' EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA. DEED BOOK 865, PAGE 85
- (BB) APPROXIMATE LOCATION OF CENTERLINE 10' EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA. DEED BOOK 865, PAGE 85
- (CC) APPROXIMATE LOCATION OF CENTERLINE 5' EASEMENT FOR THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA. DEED BOOK 865, PAGE 853

GENERAL NOTES

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

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CHURCH STREET
EXISTING CONDITIONS

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

Loudoun County, Virginia
Town of Leesburg

Drawn By

RTB

Designed By

RTB

Checked By

WF

Date

February 5, 2015

Revision Date

6th Sub. - 2/3/16

Scale

1" = 40'

Sheet

3

Of 22

File Number

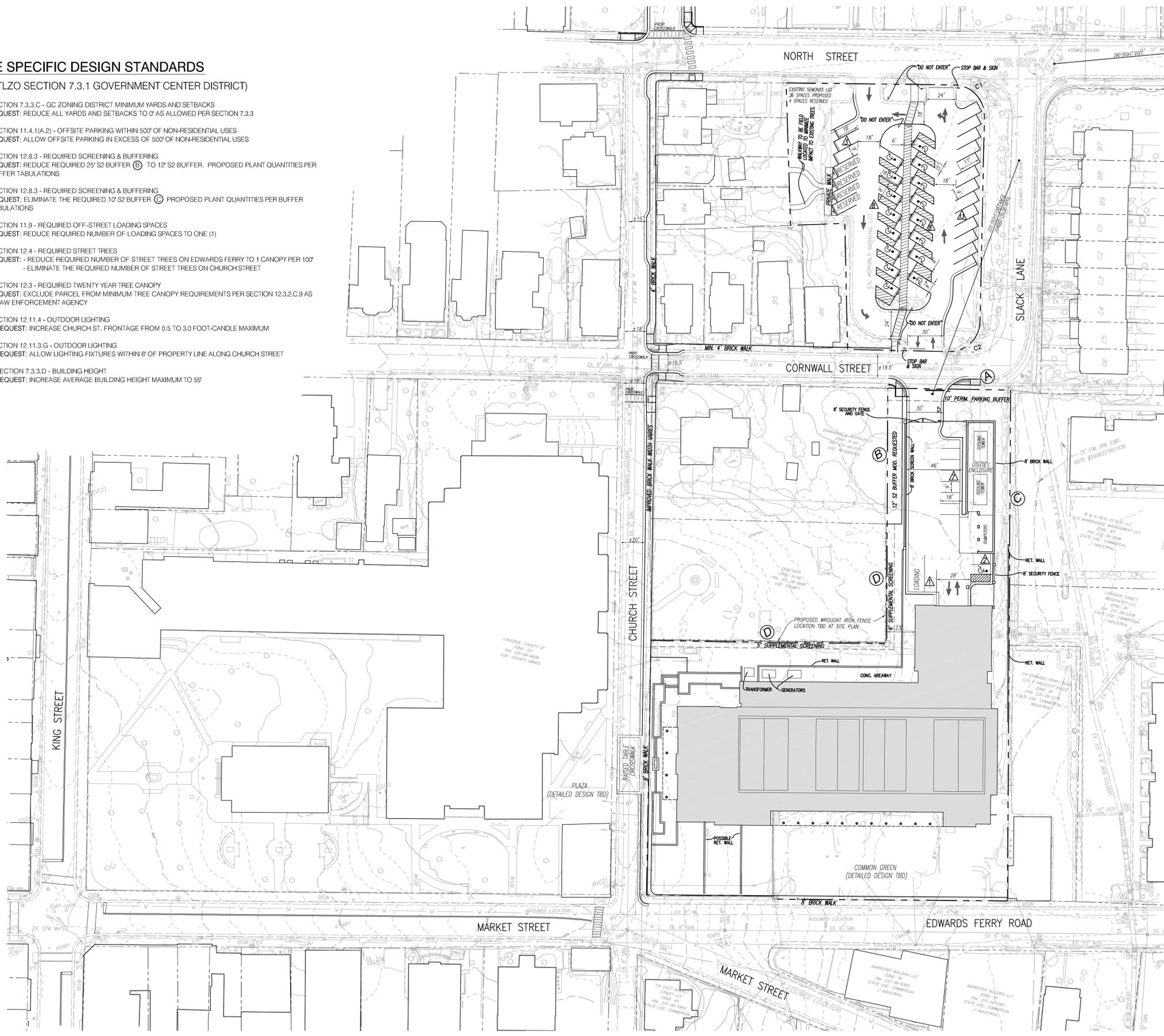
RZ-144-LC

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 C:\Users\jrb1\OneDrive\Documents\LA\Deliverables\REZONE 6TH SUBMISSION\04 - Courthouse - REZONE - CHURCH ST.dwg

SITE SPECIFIC DESIGN STANDARDS

(PER TLZO SECTION 7.3.1 GOVERNMENT CENTER DISTRICT)

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



SITE TABULATION

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

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

GC ZONING TABULATION

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

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

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

PARKING TABULATION

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

	PROPOSED
INSIDE EXISTING COURT	13 (including 1 accessible)
INSIDE PROPOSED COURT	6 (including 1 accessible)
NEW COURT'S LOT	9 (including 1 accessible)
SEMONES LOT	38 (including 16 accessible)
PENNINGTON LOT	138
PENNINGTON GARAGE	727 (including 15 accessible)
TOTAL	929 spaces (including 34 accessible = 3.6%)

REQUIRED LANDSCAPE BUFFERS

- (A) 10' PERIMETER PARKING LOT BUFFER (100 LF)
- (B) 25' S2 BUFFER - 2,750 SF (MOD. REQUESTED)
- (C) 10' S2 BUFFER - 4,160 SF (MOD. REQUESTED)
- (D) 5' SUPPLEMENTAL LANDSCAPING (NOT REQUIRED)
 - DETAILED LANDSCAPING TABULATIONS SHOWN ON SHEET 7

GENERAL NOTES

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

LEGEND

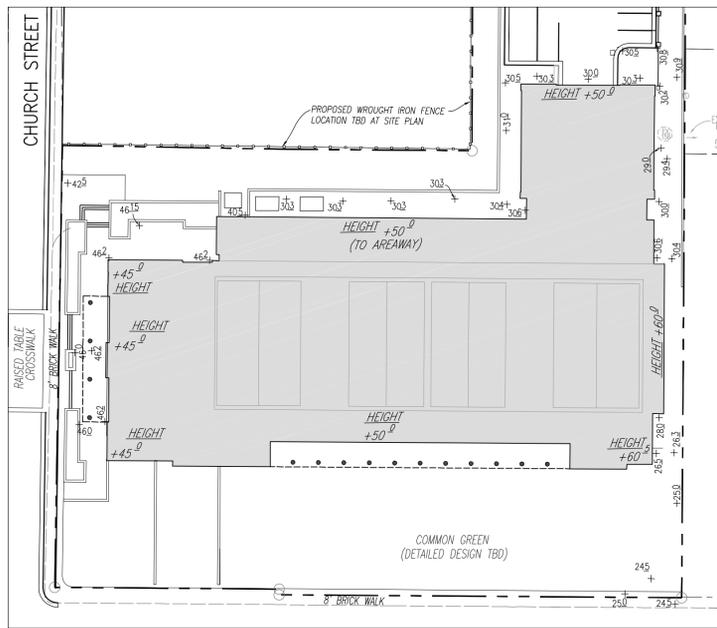
	Rezoning Boundary		1' Topographic Contours
	Adjacent Property Lines		Proposed Vehicular Circulation

Dewberry
 Dewberry & Davis LLC
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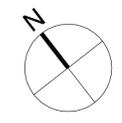
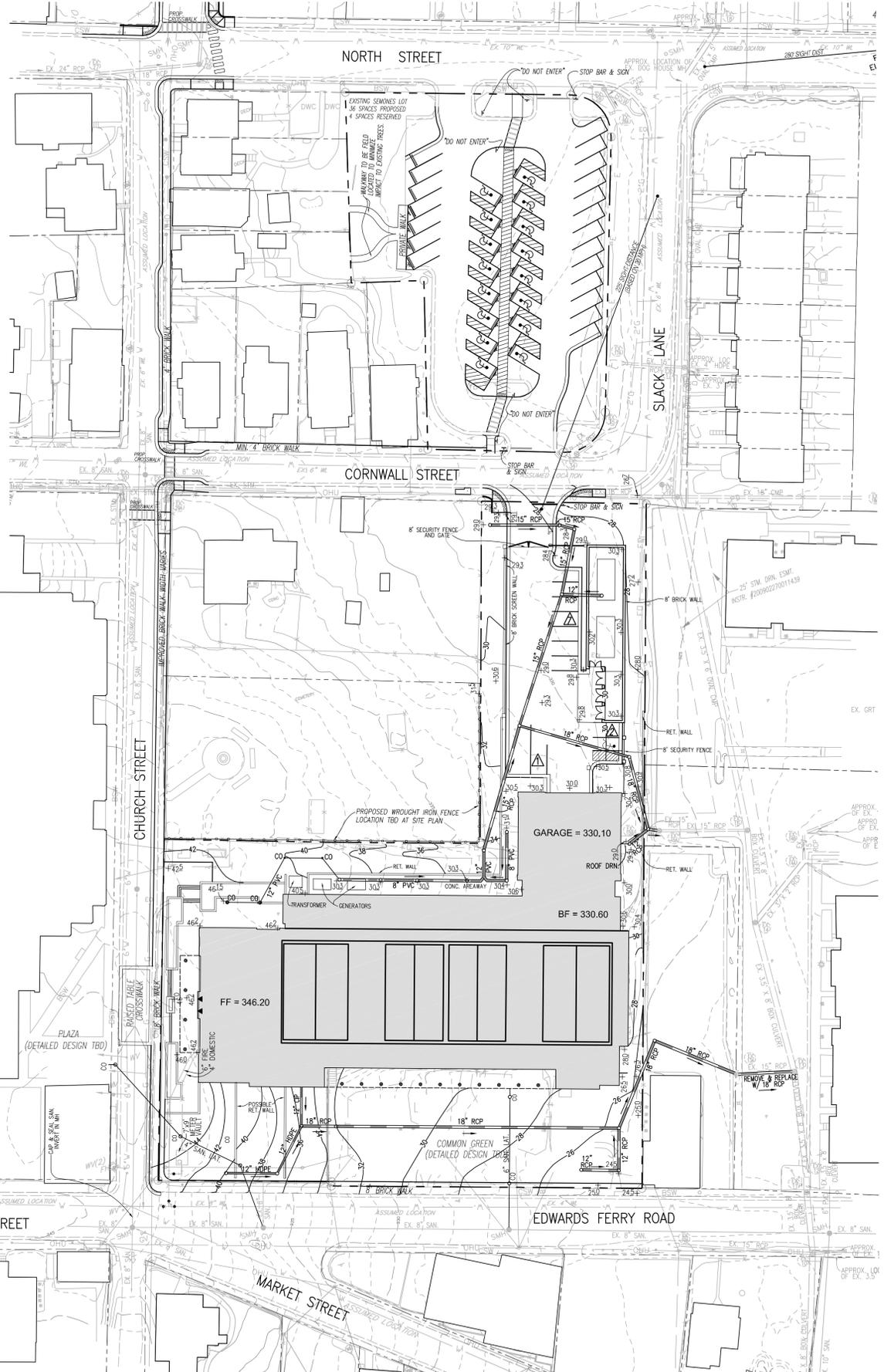
CONCEPT PLAN
 CHURCH STREET

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

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



BUILDING HEIGHT EXHIBIT
SCALE 1" = 40'
- BUILDING HEIGHT SUBJECT TO 10% CHANGE TOLERANCE WITH FINAL DESIGN & CONSTRUCTION BASED ON B.A.R. COMMENTS



LEGEND

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

STORMWATER NARRATIVE

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

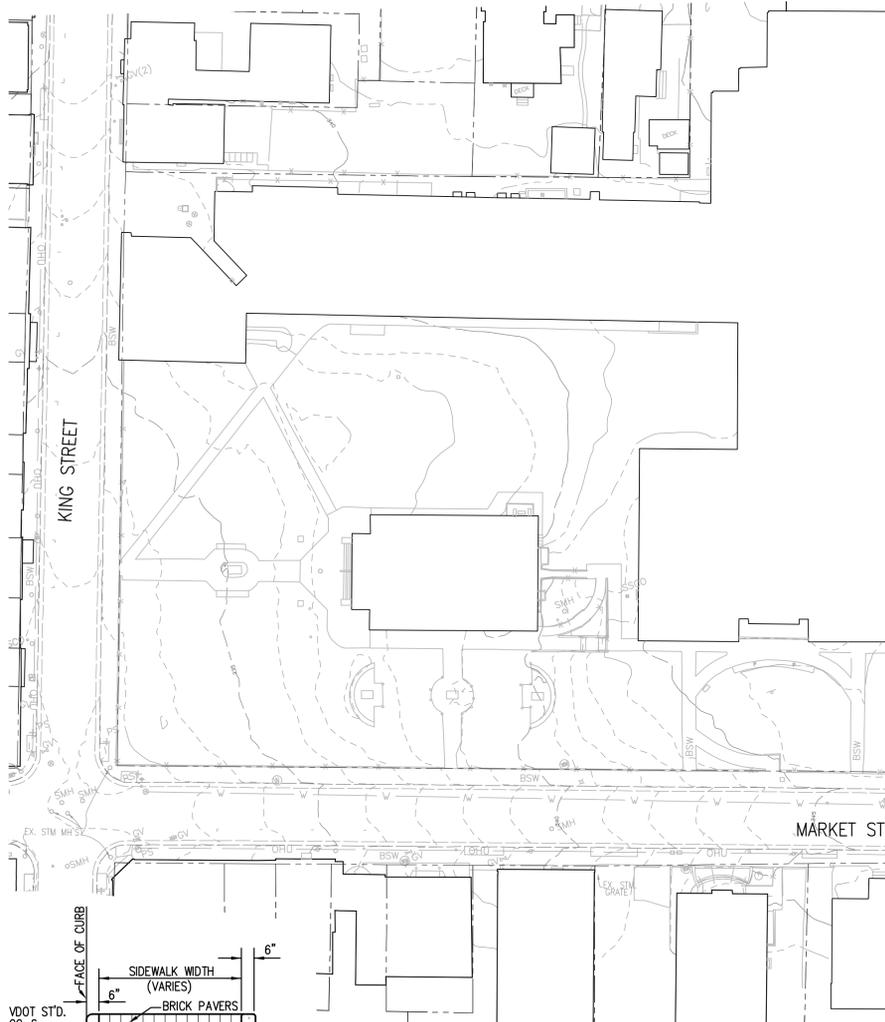
IMPROVEMENTS TO THE CHURCH STREET PROPERTY WILL CONSIST OF A 92,000 SF COURTS BUILDING, A SMALL SURFACE PARKING LOT, MAINTENANCE AND RESTRIPING OF EXISTING PARKING ON THE SEMONES LOT AND PEDESTRIAN WALKWAYS ALONG CHURCH STREET. THE DEVELOPMENT OF THIS PROPERTY AND THE REPAIR AND RESTRIPING OF THE PARKING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

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

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

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

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



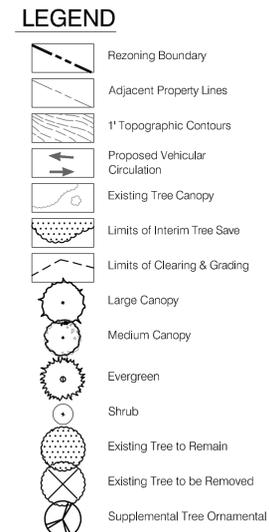
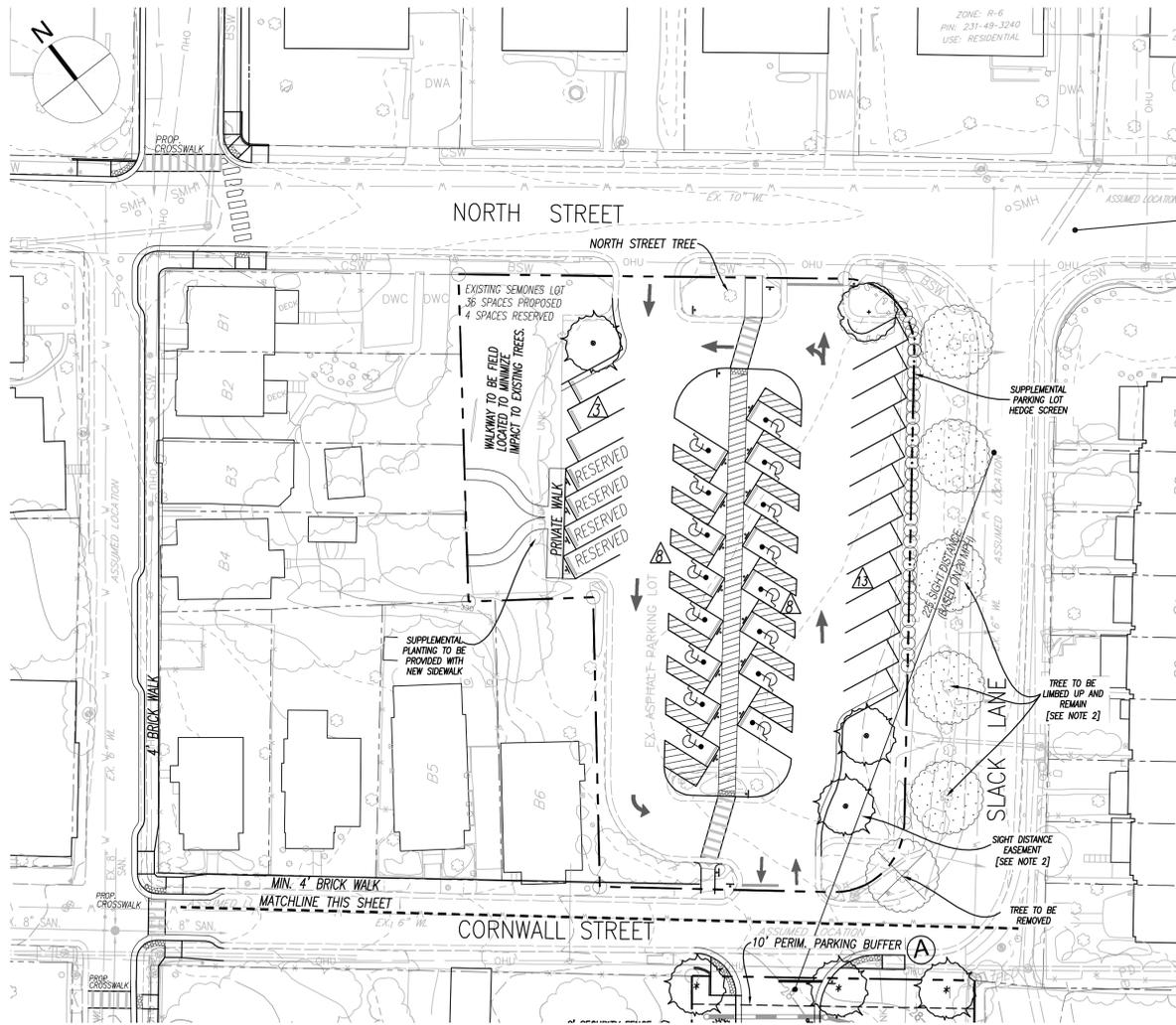
BRICK SIDEWALK DETAIL
NOT TO SCALE
FOR REFERENCE ONLY

CURVE TABLE

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

Plot: 14 - Job: 20 - 2016 - 4 - 3 - 35.m
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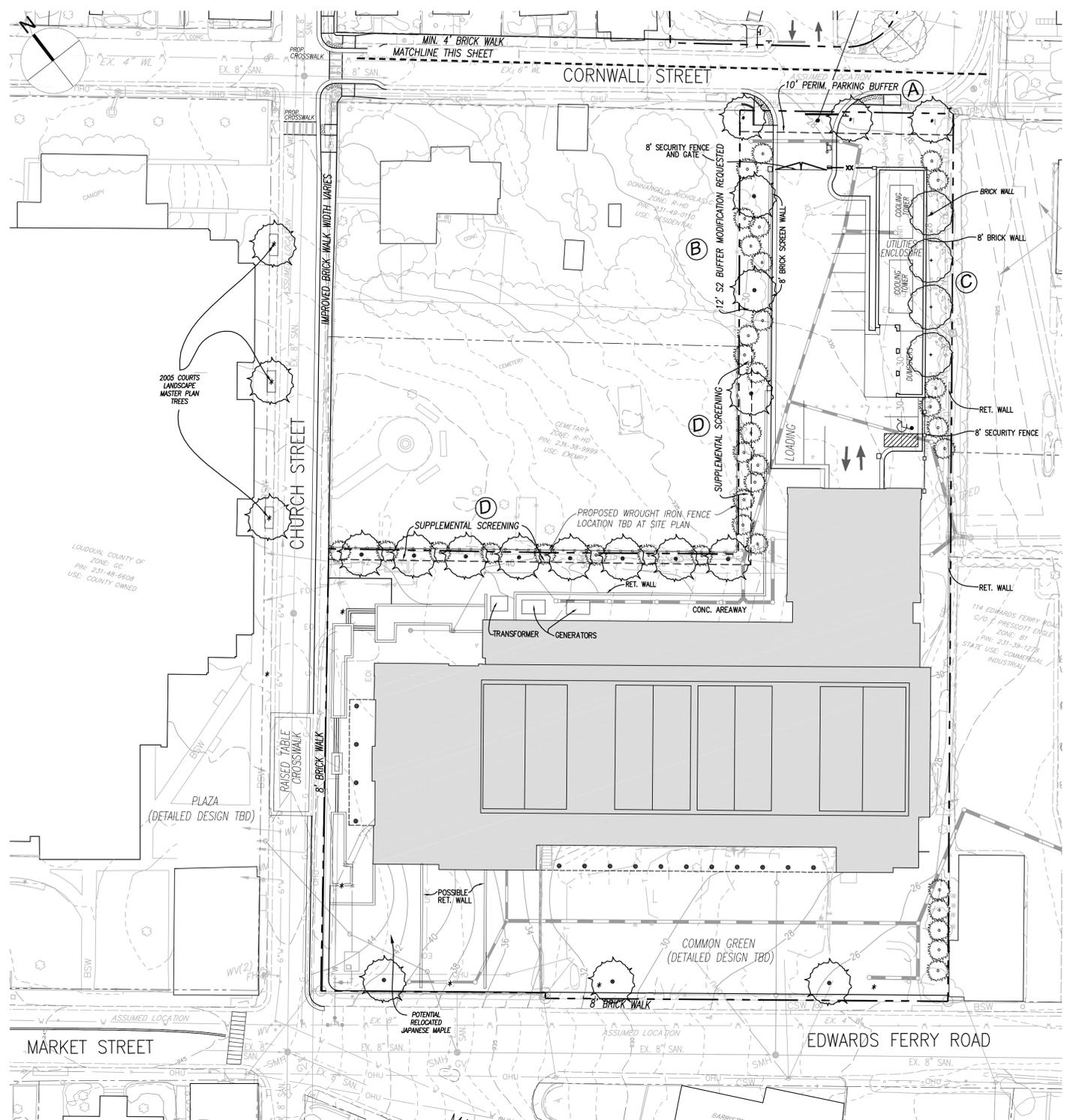
BUFFER TABULATION

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

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

STREET TREE TABULATION

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



LANDSCAPE SITE SPECIFIC DESIGN STANDARDS

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

GENERAL NOTES

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



EASTERN BUILDING ELEVATION



NORTHERN BUILDING ELEVATION



WESTERN BUILDING ELEVATION



SOUTHERN BUILDING ELEVATION

GENERAL NOTE

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

SOUTH-WEST PERSPECTIVE



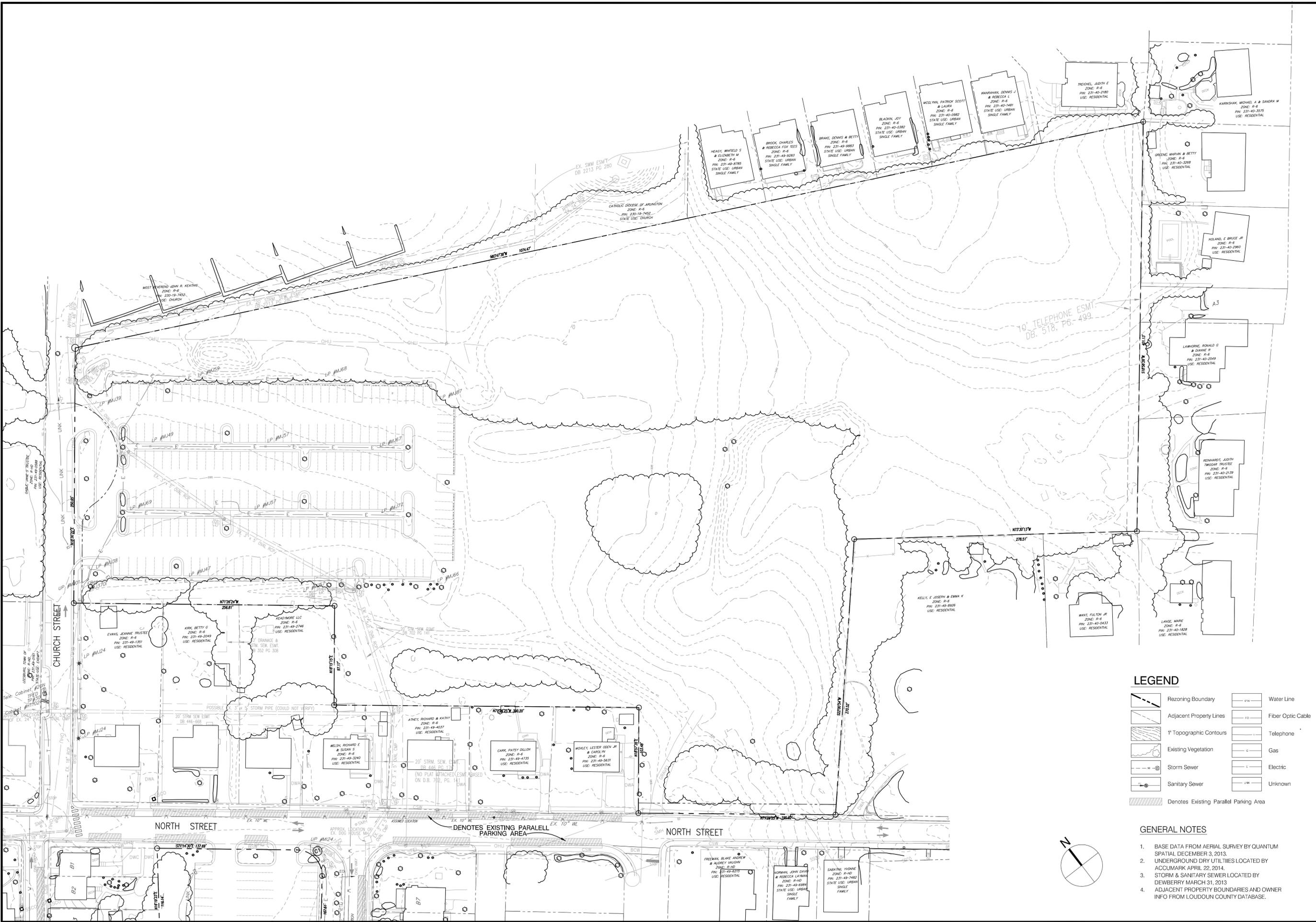
NORTHERN PERSPECTIVE



EASTERN PERSPECTIVE



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LEGEND

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

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

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

Town of Leesburg Loudoun County, Virginia

EXISTING CONDITIONS PENNINGTON LOT

Dewberry
 Dewberry & Davis LLC
 1500 Edwards Ferry Road, Suite 200, Leesburg, Virginia 20176
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 www.dewberry.com

Drawn By RTB
 Designed By RTB
 Checked By WF
 Date February 5, 2015
 Revision Date 6th Sub - 2/3/16
 Scale 1" = 40'
 Sheet 9 of 22
 File Number RZ-144-LC

GROUND LEVEL LIGHTING SCHEDULE

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

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

GARAGE TOP LEVEL LIGHTING SCHEDULE

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

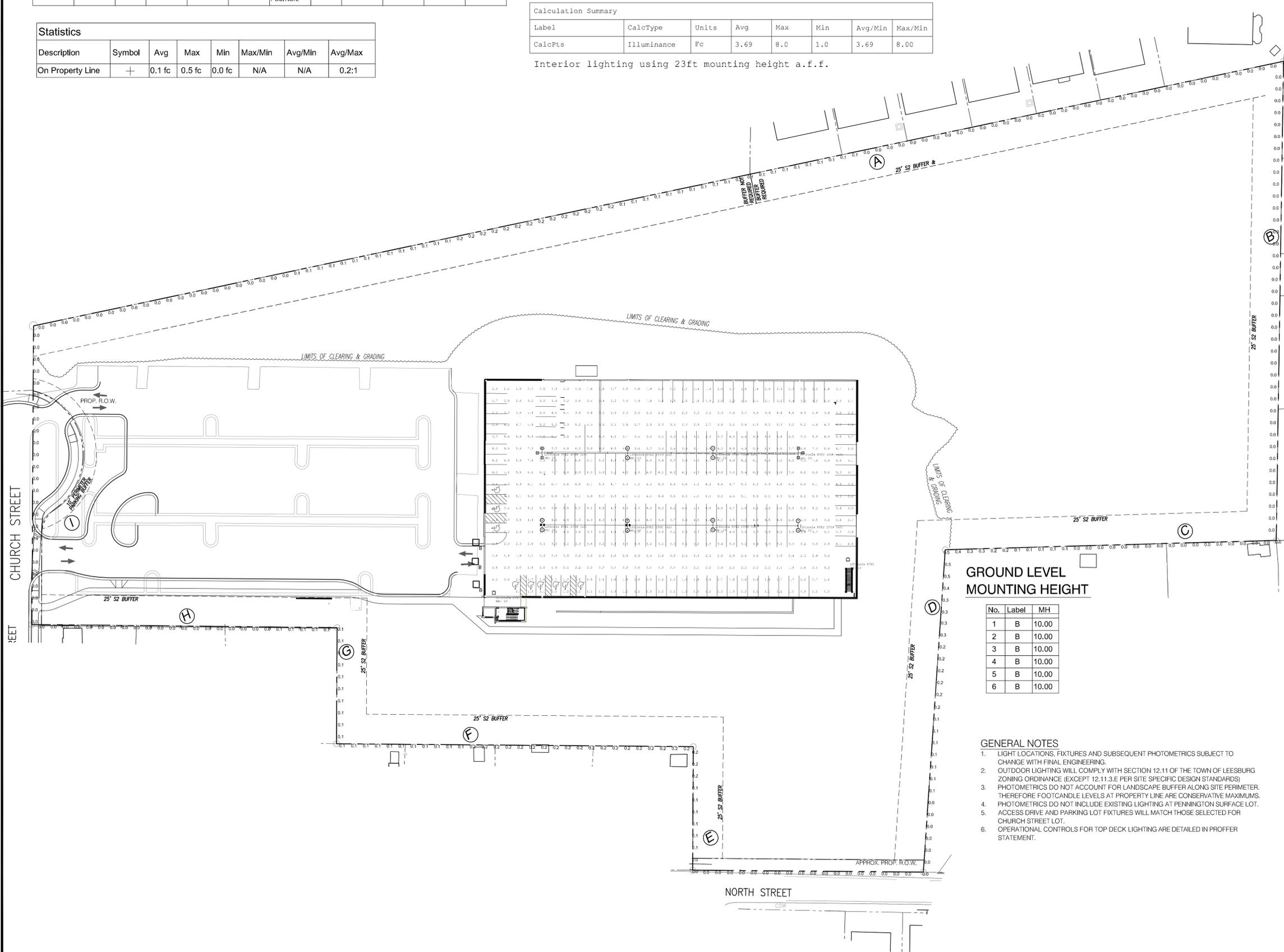
Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts	Illuminance	Fc	3.69	8.0	1.0	3.69	8.00

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

GENERAL SHEET NOTES

- ALL FIXTURES ARE TYPE F1 UNLESS NOTED OTHERWISE. SEE FIXTURE MOUNTING DETAIL 1/E-501. SEE LIGHT FIXTURE SCHEDULE ON THIS SHEET.
- LIGHT FIXTURES AND CONDUIT ARE SHOWN IN REFLECTED CEILING ORIENTATION.
- ALL CONDUITS SHALL CONTAIN A GREEN COLORED EQUIPMENT GROUNDING CONDUCTOR PROVIDING CONTINUITY TO ALL BOXES, DEVICES AND FIXTURES. LIGHT FIXTURE CONDUCTORS SHALL BE NO. 10 THWN UNLESS NOTED OTHERWISE. ALL HOMERUN CONDUCTOR SIZES SHALL BE AS NOTED ON THE PANEL SCHEDULES. CONDUIT SIZING SHALL BE BASED ON USE OF THWN INSULATION AND NEC REQUIREMENTS.
- ALL ABOVE GROUND CONDUIT SHALL BE SURFACE MOUNTED RIGID HOT DIPPED GALVANIZED STEEL WITH THREADED FITTINGS UTILIZING HOT DIPPED GALVANIZED, CAST, OR MALLEABLE IRON THREADED JUNCTION BOXES AND COVERS. ALL UNDERGROUND CONDUIT SHALL BE PVC MINIMUM CONDUIT SIZE IS 3/4" UNLESS NOTED OTHERWISE. USE SEAL TIGHT FLEXIBLE CONDUIT IN LENGTHS NO GREATER THAN 2'-0" TO CONNECT MOTORS, TRANSFORMERS AND FOR WHIPS CONNECTING TRUNNION MOUNTED FIXTURES TO JUNCTION BOXES. DO NOT INSTALL FLEXIBLE CONDUIT AT OTHER LOCATIONS WITHOUT WRITTEN APPROVAL OF ENGINEER.
- ALL HORIZONTAL CONDUIT RUNS ARE TO BE ROUTED EXPOSED ALONG THE CEILING THRU BLOCK-OUTS IN TEE STEMS. COORDINATE REQUIRED BLOCK-OUTS IN TEE STEMS WITH STRUCTURAL ENGINEER. ALL VERTICAL CONDUIT RUNS SHALL BE ROUTED EXPOSED ALONG COLUMNS/WALLS IN PARKING AREAS. HOMERUNS TO ELECTRICAL ROOM ARE TO BE ROUTED DOWN ADJACENT COLUMNS THEN UNDERGROUND TO THE ELECTRICAL ROOM. ALL EXPOSED CONDUIT MUST BE ROUTED UP TIGHT AGAINST THE CEILING, COLUMNS, TEES OR WALLS. NO GAPS WILL BE PERMITTED. (USING BLOCKOUTS OR OTHER STRUCTURAL MEMBERS AS A SOURCE OF SUPPORT IS PROHIBITED. ROUTING CONDUIT UNDER BEAMS WILL NOT BE PERMITTED.) CONDUIT SHALL NOT BE ROUTED BEHIND SIGNS, OR LOCATED SUCH A WAY THAT IT OBSTRUCTS THE OPERATION OF A DEVICE OR RESTRICTS OPENING AN ACCESS POINT, ENCLOSURE DOOR OR ANY OTHER PIECE OF EQUIPMENT.
- AT STAIRS AND ELEVATOR TOWERS RUN CONDUITS BELOW SLAB AND FROM BOTTOM UP AND DO NOT CROSS EXPANSION JOINTS AT SUPPORTED TIERS UNLESS NOTED OTHERWISE. DO NOT ROUTE VERTICAL CONDUIT RISERS THROUGH EXPANSION JOINTS.
- PROVIDE CONDUIT EXPANSION FITTINGS FOR ALL CONDUIT THAT CROSS EXPANSION JOINT AT LOCATIONS REQUIRED.
- DO NOT ENCASE CONDUIT IN SLAB ON GRADE. INSTALL BELOW SLAB ON GRADE AND GRADE BEAMS. AVOID BELOW GRADE CONDUIT.
- THE USE OF POWDER PROPELLED FASTENERS FOR MOUNTING CONDUIT, SUPPORTS, JUNCTION BOXES, FIXTURES OR OTHER EQUIPMENT IS PROHIBITED.
- PROVIDE APPROVED, HOT DIPPED GALVANIZED STEEL GUARDS AROUND JUNCTION BOXES, CONDUITS AND OTHER EQUIPMENT WHICH MAY BE EXPOSED TO POSSIBLE BUMPER DAMAGE. SEE CONDUIT RISER GUARD DETAIL 2/E-501 AND MULTIPLE CONDUIT RISER GUARD DETAIL 3/E-501.
- LIGHTING DESIGN TO BE AS SHOWN ON DRAWINGS BUT IN NO CASE LESS THAN IESNA RP98, AND IESNA-G1-03 "LIGHTING FOR PARKING FACILITIES", AND ALL OTHER LOCAL CODE REQUIREMENTS. ALL LIGHTING VALUES ARE END OF PROJECTED LIFE. LED THEORETICAL LUMEN DEPRECIATION FACTOR SHALL BE GREATER THAN 100,000 HOURS. PROVIDE EMERGENCY EGRESS LIGHTING ALONG THE PATH OF EGRESS OF LIFE 1 FC AVERAGE AND 1 MAX TO MIN IN ACCORDANCE WITH THE NFPA AND BUILDING CODE.
- ALL RECEPTACLES SHALL BE G.F.C.I. TYPE. ALL RECEPTACLES EXCEPT THOSE IN ENCLOSED ROOMS SHALL HAVE WEATHERPROOF COVERS.
- ROUTE POWER TO ELECTRICAL SIGNS AND ADDITIONAL LIGHT FIXTURES SHOWN ON ARCHITECTURAL DRAWINGS.
- COORDINATE POWER AND CONTROL REQUIREMENTS WITH MECHANICAL FOR VENTILATION FANS, PUMPS, HEAT TRACE AND OTHER LOADS.
- PROVIDE EMERGENCY LIGHTING AND SIGNAGE AS REQUIRED BY LOCAL CODES TO ILLUMINATE AND IDENTIFY EGRESS PATHS UTILIZING AN EMERGENCY GENERATOR COMPETE WITH AUTOMATIC TRANSFER SWITCHES. WIRING FROM EMERGENCY SOURCE DISTRIBUTION OVER CURRENT PROTECTION TO EMERGENCY LOADS SHALL BE KEPT ENTIRELY INDEPENDENT OF ALL OTHER WIRING AND EQUIPMENT AND SHALL NOT ENTER THE SAME RACEWAY, CABLE, BOX OR CABINET WITH OTHER WIRING.
- LOCATE EMERGENCY COMMUNICATIONS IN ELEVATORS AND OTHER LOCATIONS AS REQUIRED.
- CONDUITS ARE TO BE LOCATED IN THE GARAGE INTERIOR TO MINIMIZE VISUAL IMPACT. DO NOT ROUTE CONDUITS ON THE EXTERIOR OF ANY PART OF THE STRUCTURE. FIXTURES LOCATED ON THE EXTERIOR OF THE STRUCTURE ARE TO BE FED FROM BEHIND WITH NO CONDUIT VISIBLE FROM THE OUTSIDE. FIXTURES LOCATED ON BRICK (INSIDE OR OUTSIDE THE STRUCTURE) ARE TO BE FED FROM BEHIND WITH NO CONDUIT VISIBLE.
- IN LOCATIONS WHERE LIGHT FIXTURES, EXIT SIGNS, FIRE ALARM STROBES OR OTHER PIECES OF EQUIPMENT NEED TO BE MOUNTED TO A COLUMN OR WALL OVER PIPING OR OTHER OBSTACLES, PROVIDE EXTENSION BRACKETS MADE OUT OF 1/4" HOT DIPPED GALVANIZED STEEL PLATES AS REQUIRED.
- THE LIGHTING LAYOUT SHOWN IS BASED ON A UNIFORM STRUCTURAL LAYOUT USING 12'-0" PRECAST DOUBLE TEES. IF A DIFFERENT STRUCTURAL ARRANGEMENT IS SELECTED, FIXTURE LOCATIONS CAN BE MOVED A MAXIMUM OF 2'-0" PARALLEL TO THE CENTERLINE OF THE BAY. THE MINIMUM ALLOWABLE DISTANCE BETWEEN THE SIDE OF A FIXTURE AND THE SIDE OF A TEE STEM IS 1'-0". THE NUMBER OF FIXTURES IN AN AREA MUST REMAIN THE SAME. FIXTURES MUST BE LOCATED TO PROVIDE MAXIMUM UNIFORMITY AND MAXIMUM BENEFIT OF UP LIGHT MOUNT FIXTURES TO ONE SIDE IF LOCATED AT PRECAST JOINT.

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 12 - Courthouse - PHOTOMETRIC - PENNINGTON LOT.dwg



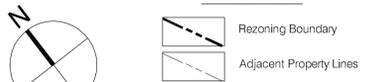
GROUND LEVEL MOUNTING HEIGHT

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

GENERAL NOTES

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

LEGEND



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PHOTOMETRIC PLAN
 PENNINGTON LOT

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

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

BUFFER TABULATION

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

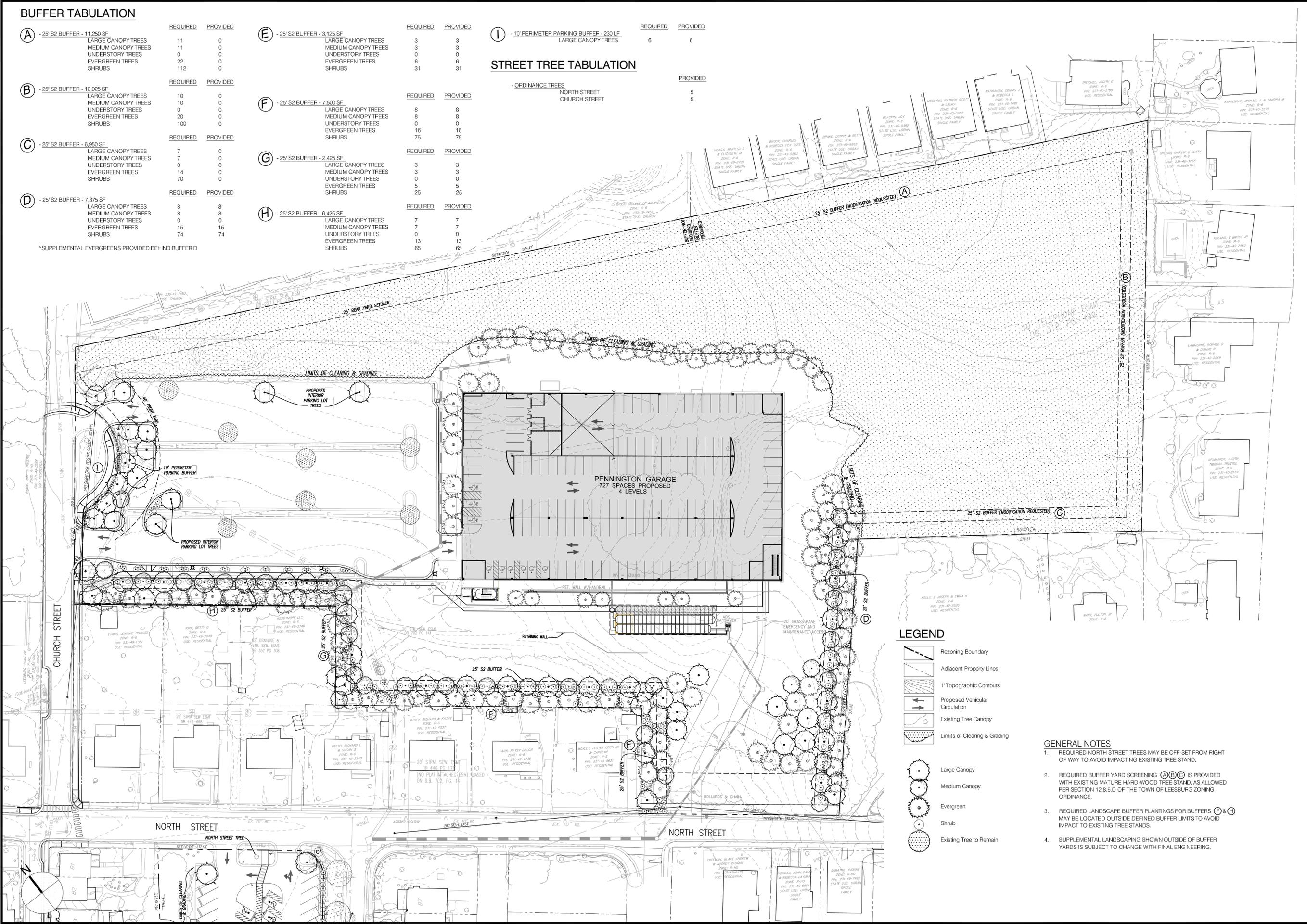
*SUPPLEMENTAL EVERGREENS PROVIDED BEHIND BUFFER D

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

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

STREET TREE TABULATION

	REQUIRED	PROVIDED
- ORDINANCE TREES		
NORTH STREET		5
CHURCH STREET		5

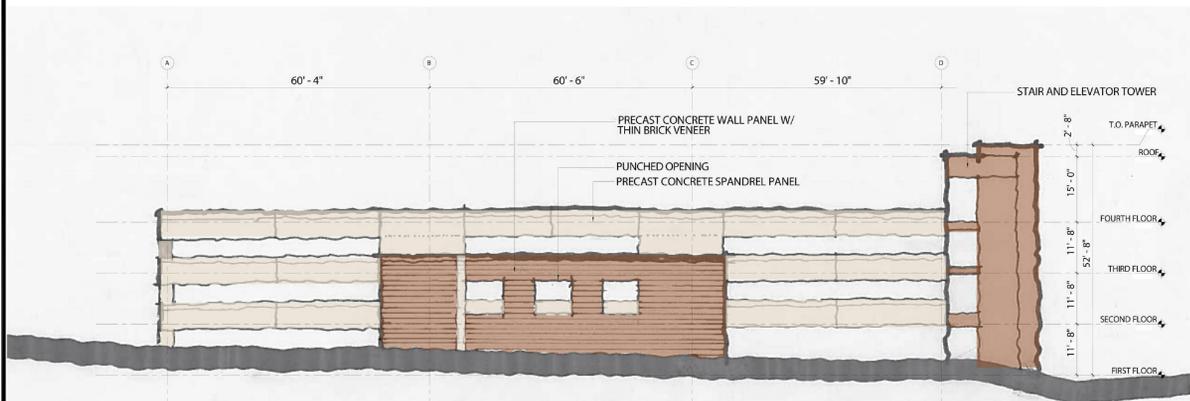


LEGEND

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

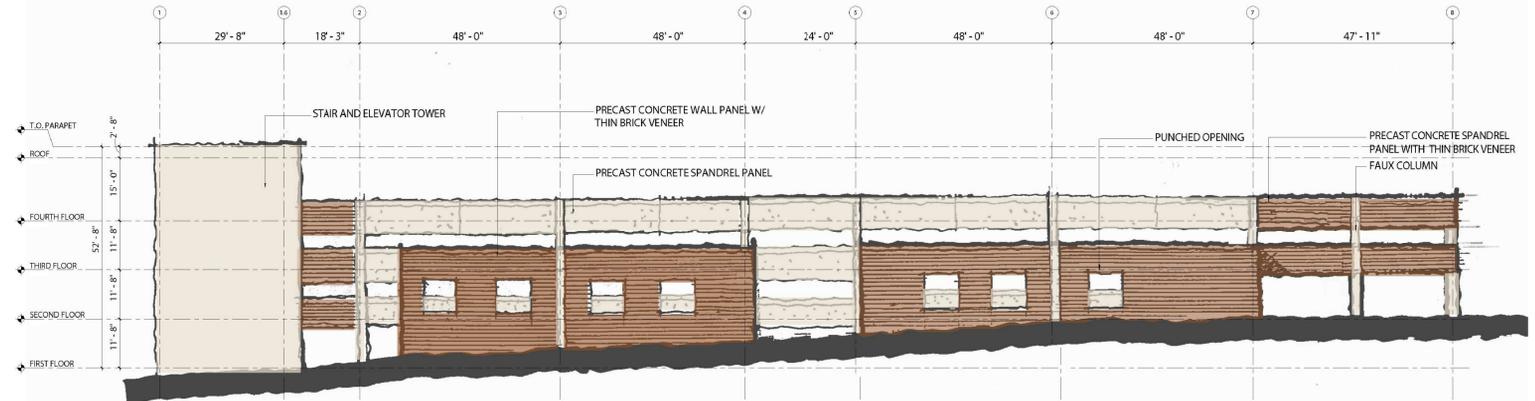
- GENERAL NOTES**
- REQUIRED NORTH STREET TREES MAY BE OFF-SET FROM RIGHT OF WAY TO AVOID IMPACTING EXISTING TREE STAND.
 - REQUIRED BUFFER YARD SCREENING (A, B, C) IS PROVIDED WITH EXISTING MATURE HARD-WOOD TREE STAND, AS ALLOWED PER SECTION 12.8.6.D OF THE TOWN OF LEESBURG ZONING ORDINANCE.
 - REQUIRED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

WEST ELEVATION



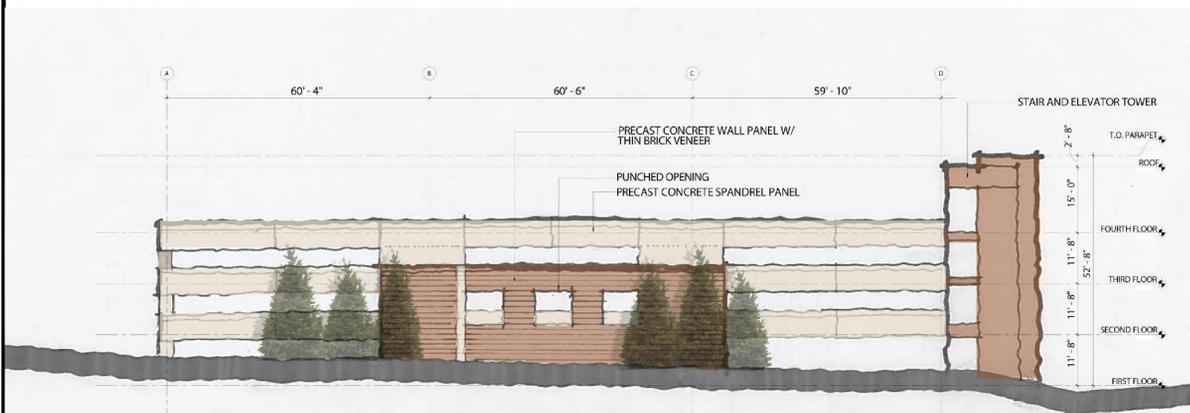
2 BUILDING ELEVATION - WEST
Scale: NOT TO SCALE

SOUTH ELEVATION



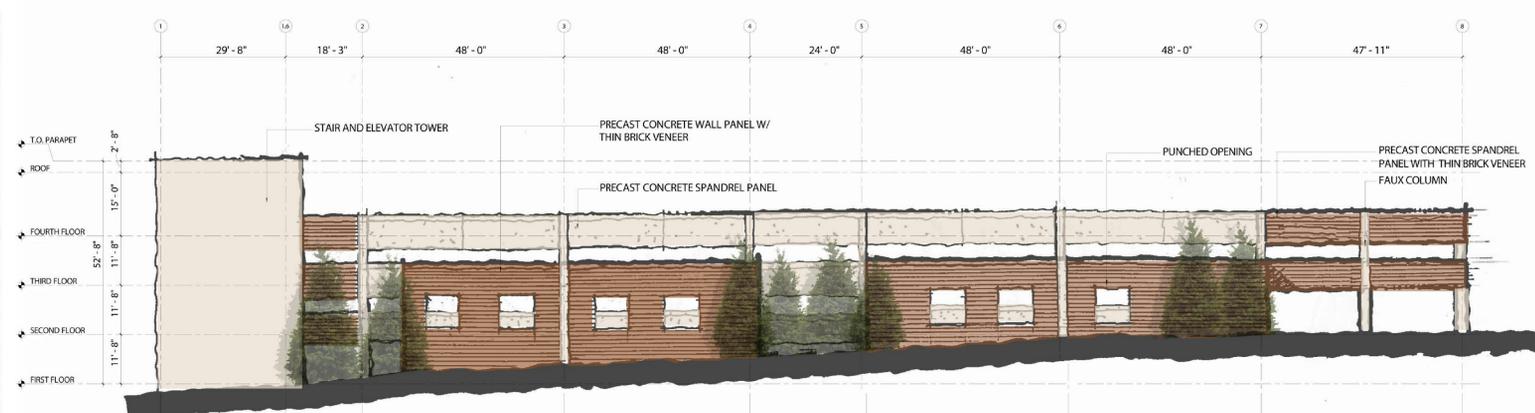
1 BUILDING ELEVATION - SOUTH
Scale: NOT TO SCALE

WEST ELEVATION WITH LANDSCAPING



2 BUILDING ELEVATION - WEST
Scale: NOT TO SCALE

SOUTH ELEVATION WITH LANDSCAPING



1 BUILDING ELEVATION - SOUTH
Scale: NOT TO SCALE

GENERAL NOTES

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

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AERIAL PERSPECTIVE - INSTALLATION



AERIAL PERSPECTIVE - 20 YEAR GROWTH



CHURCH STREET PERSPECTIVE - INSTALLATION



CHURCH STREET PERSPECTIVE - 20 YEAR GROWTH

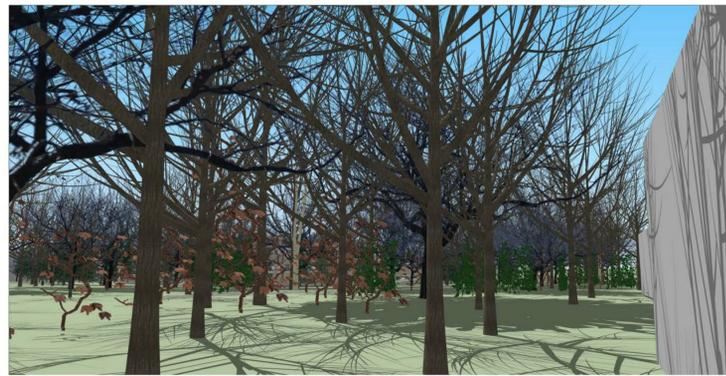
NOTES
 - GARAGE ARCHITECTURE SUBJECT TO CHANGE PER PLANNING COMMISSION &
 TOWN COUNCIL RECOMMENDATIONS

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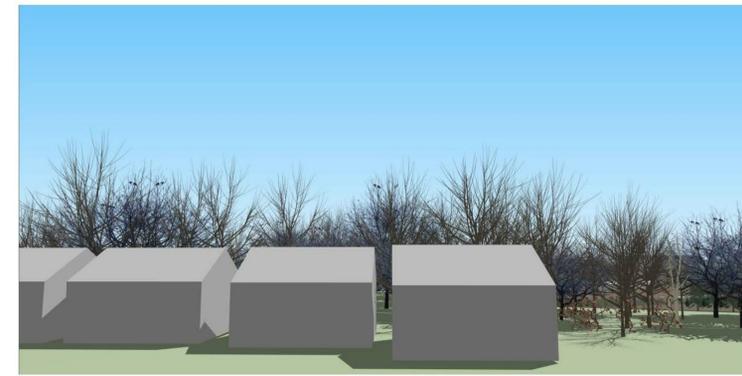
**GARAGE
SITE PLAN**

2 | SITE



**GARAGE
NORTH EAST
PERSPECTIVE**

3 | 3D PERSPECTIVE



**GARAGE
NORTH EAST
PERSPECTIVE**

4 | 3D PERSPECTIVE



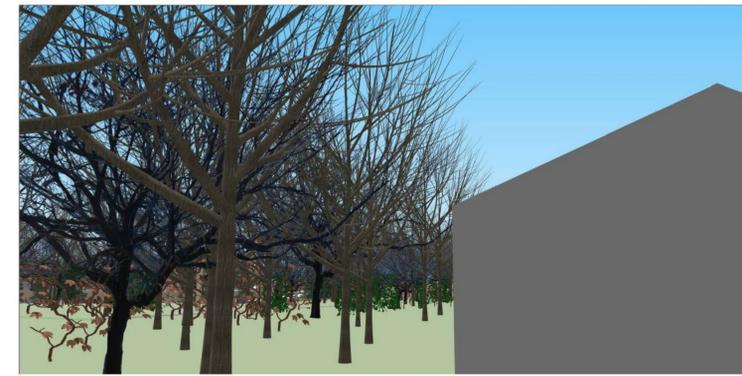
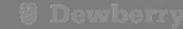
**GARAGE
NORTH EAST
PERSPECTIVE**

5 | 3D PERSPECTIVE



**GARAGE
NORTH EAST
PERSPECTIVE**

6 | 3D PERSPECTIVE



**GARAGE
NORTH EAST
PERSPECTIVE**

7 | 3D PERSPECTIVE



**GARAGE
SOUTH WEST
PERSPECTIVE**

8 | 3D PERSPECTIVE



**GARAGE
SOUTH EAST
PERSPECTIVE**

9 | 3D PERSPECTIVE



**GARAGE
SOUTH EAST
PERSPECTIVE**

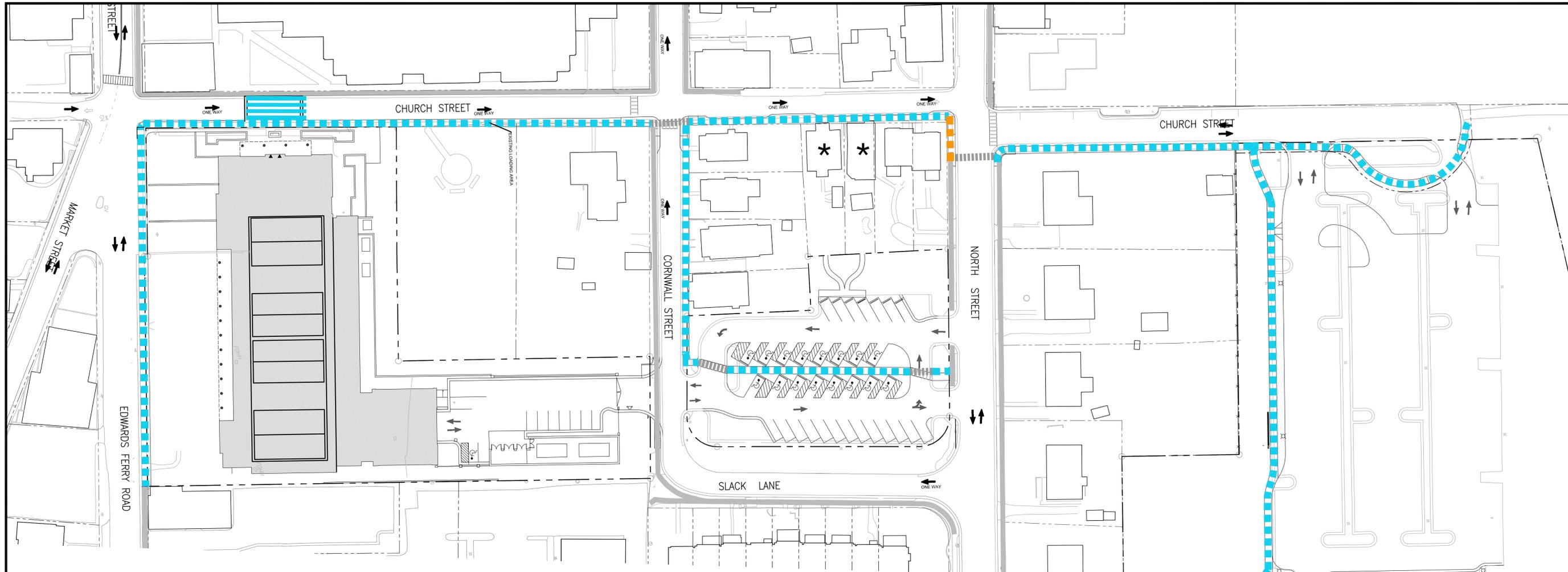
10 | 3D PERSPECTIVE



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

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FENCE AND WALL CHARACTER IMAGES



1 - AREAWAY



2 - WALL WITH FENCE



3 - SEAT WALL



4 - BRICK PLANTER



5 - WROUGHT IRON FENCE

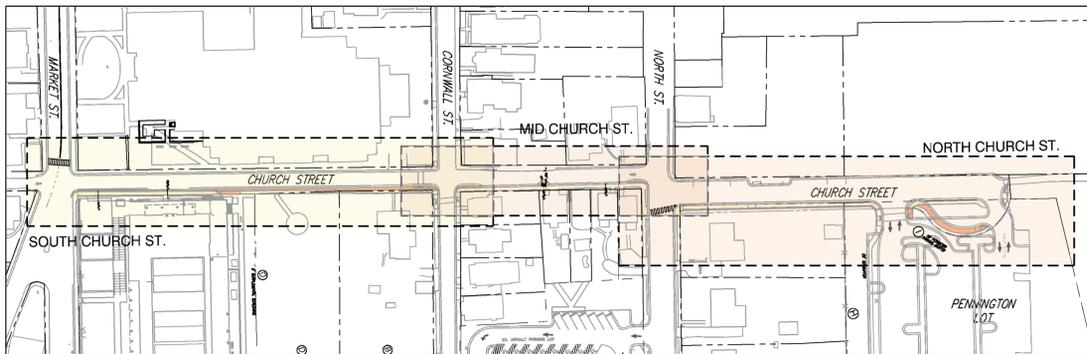
LEGEND

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

GENERAL NOTES

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

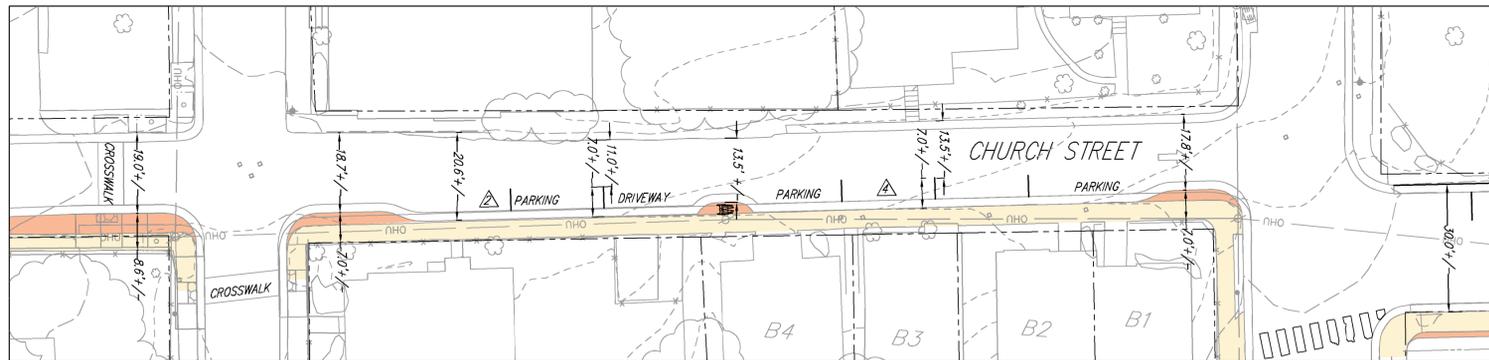




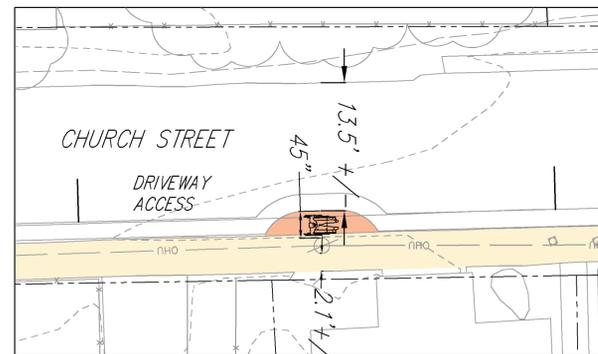
KEY PLAN - 1" = 100'



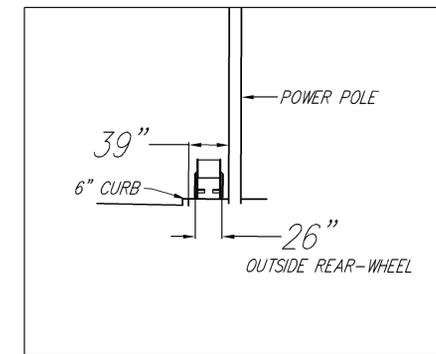
SOUTH CHURCH STREET



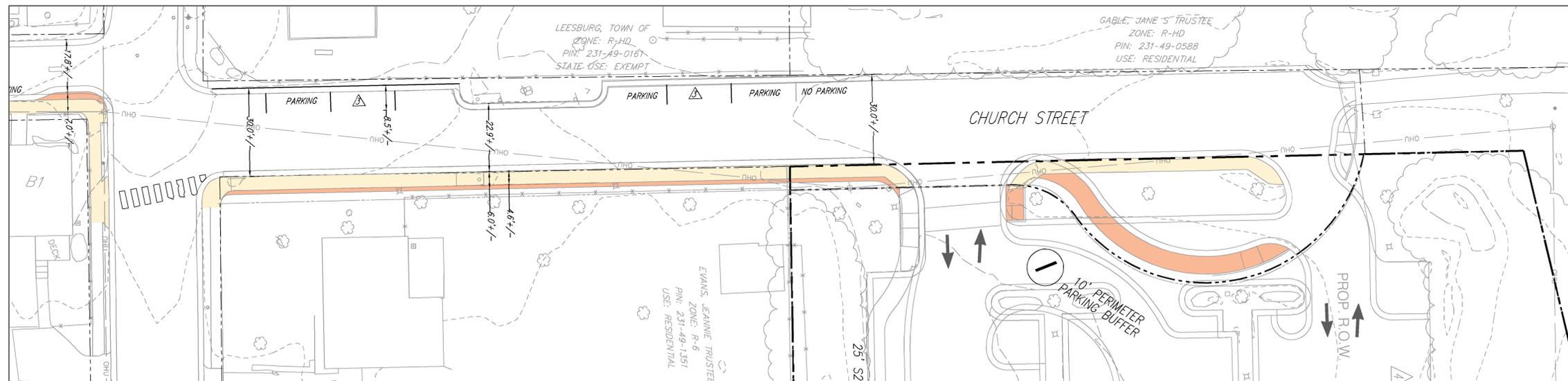
MID CHURCH STREET



POLE DETAIL - PLAN VIEW - 1" = 10'



POLE DETAIL - SECTION VIEW - NTS



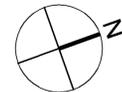
NORTH CHURCH STREET

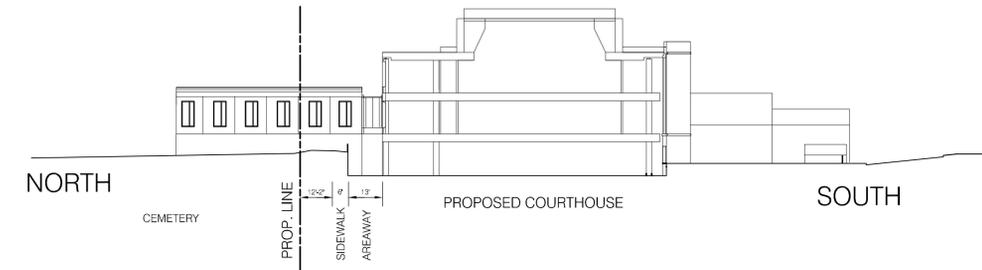
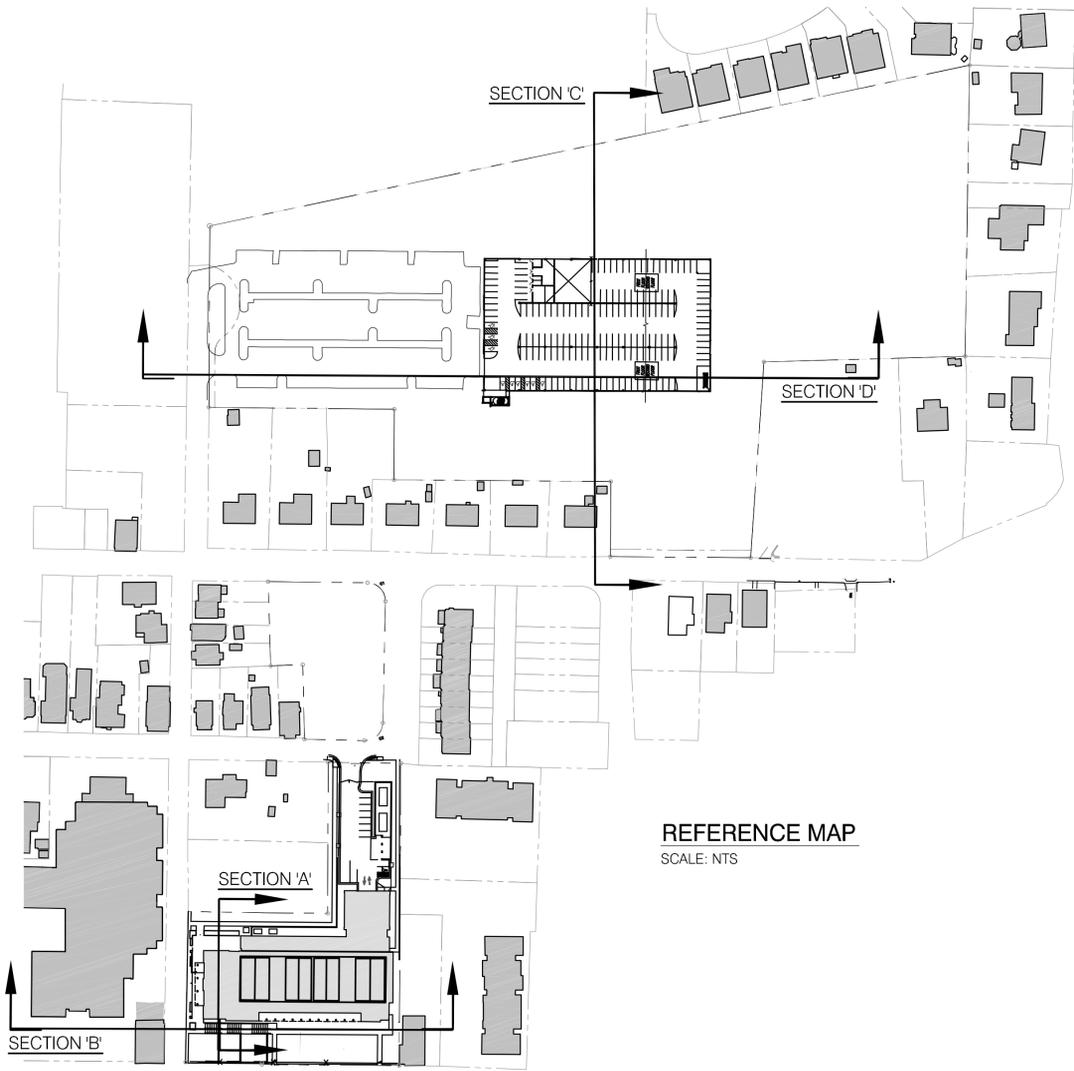
LEGEND

- EXISTING SIDEWALK LIMITS
- PROPOSED SIDEWALK EXPANSION

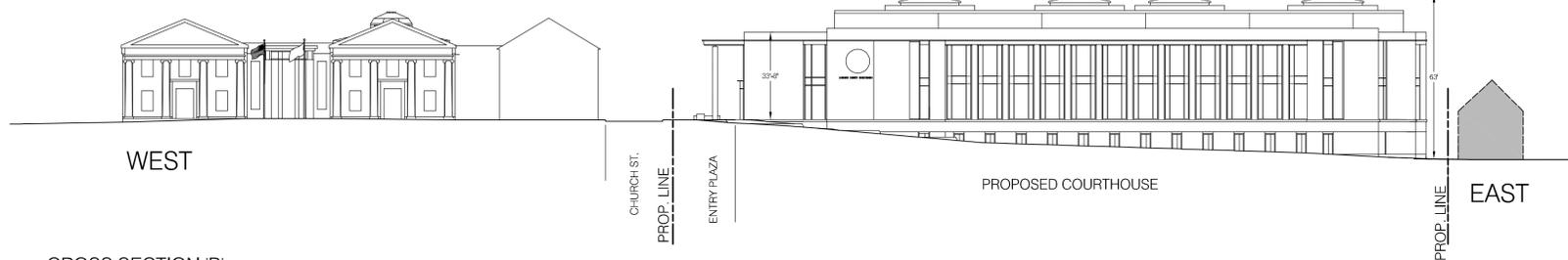
GENERAL NOTE

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

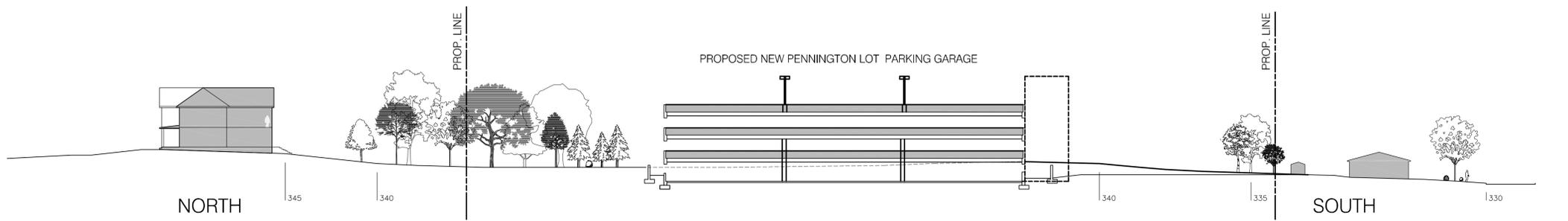




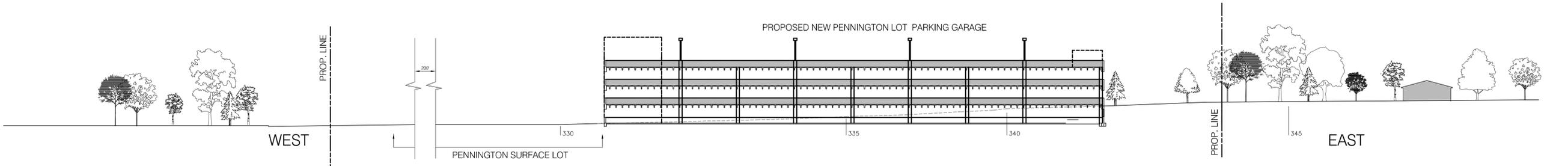
CROSS SECTION 'A'
COURTHOUSE - WESTERN CROSS SECTION
SCALE: 1/32" = 1'



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



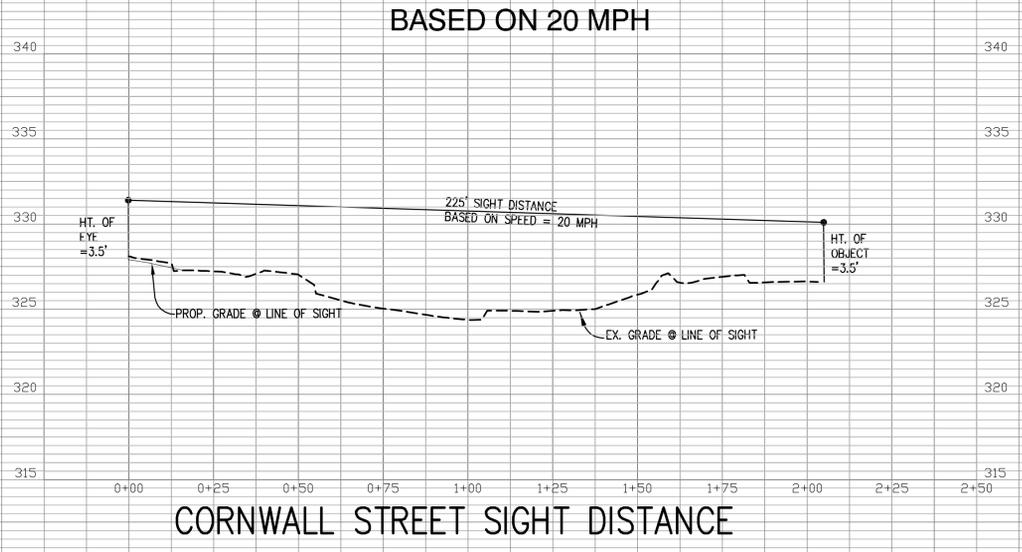
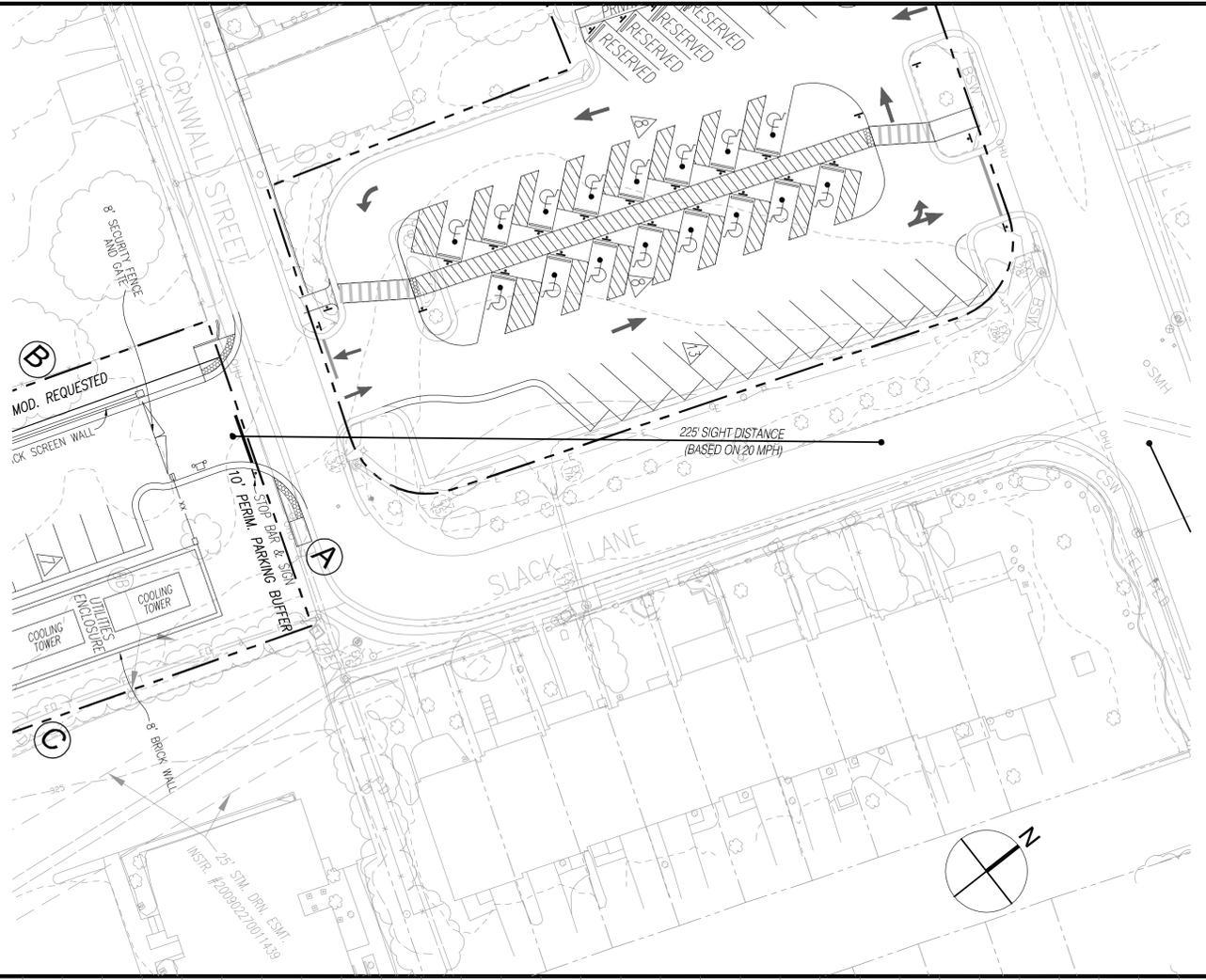
CROSS SECTION 'C'
PENNINGTON GARAGE - WESTERN CROSS SECTION
SCALE: 1/32" = 1'



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

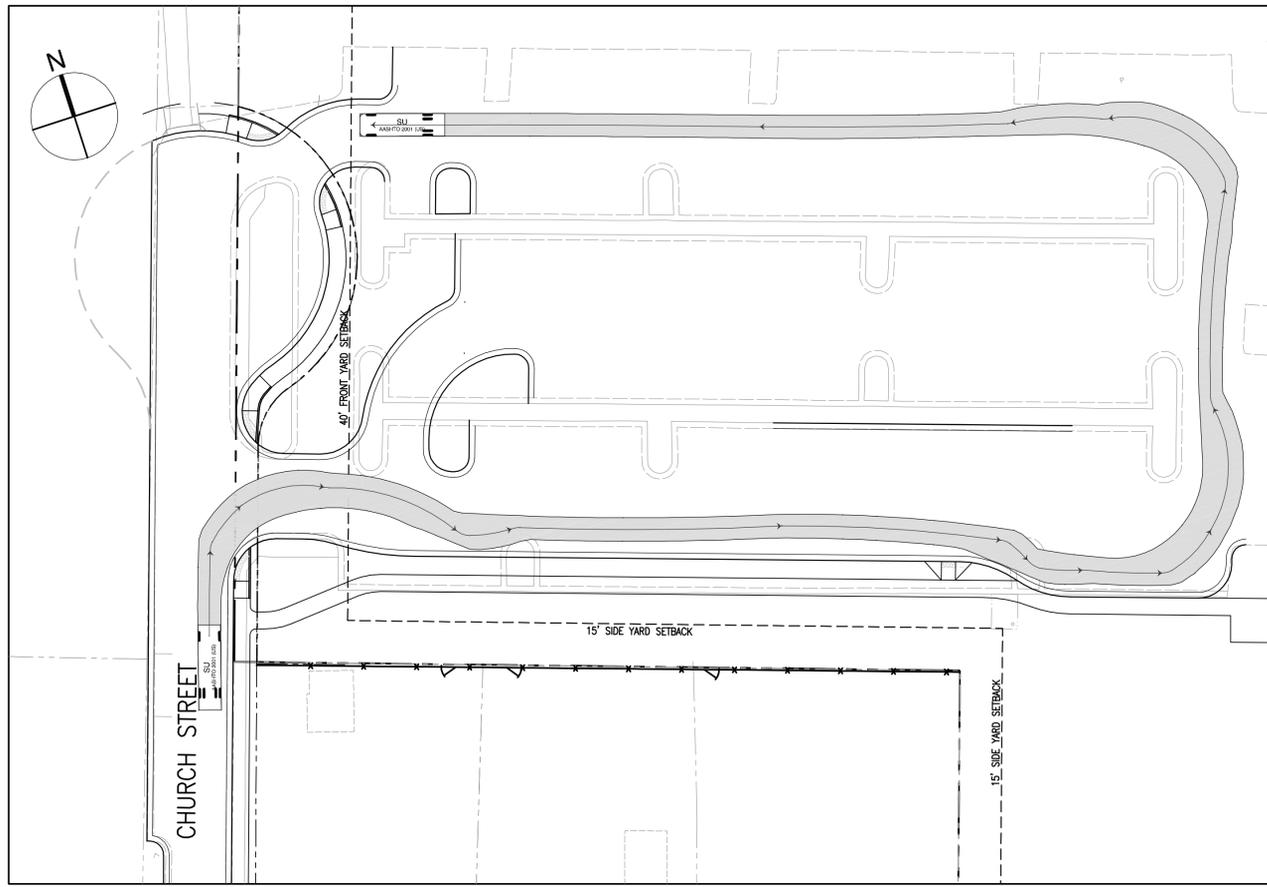
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Plotted: Feb 02, 2016 at 9:03am
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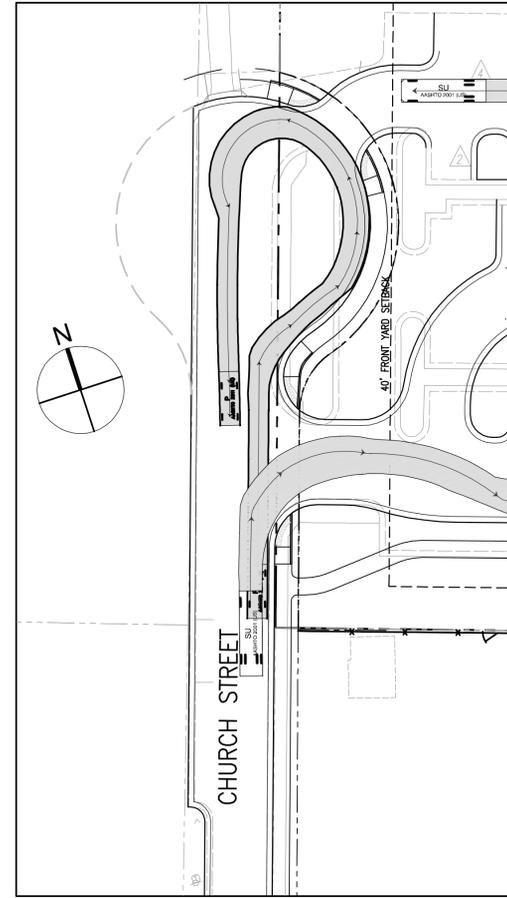


Drawn By	RTB
Designed By	RTB
Checked By	WF
Date	February 5, 2015
Revision Date	6th Sub. - 2/3/16
Scale	1"=5' Vert. 1"=25' Hor.
Sheet	20 of 22
File Number	RZ-144-LC

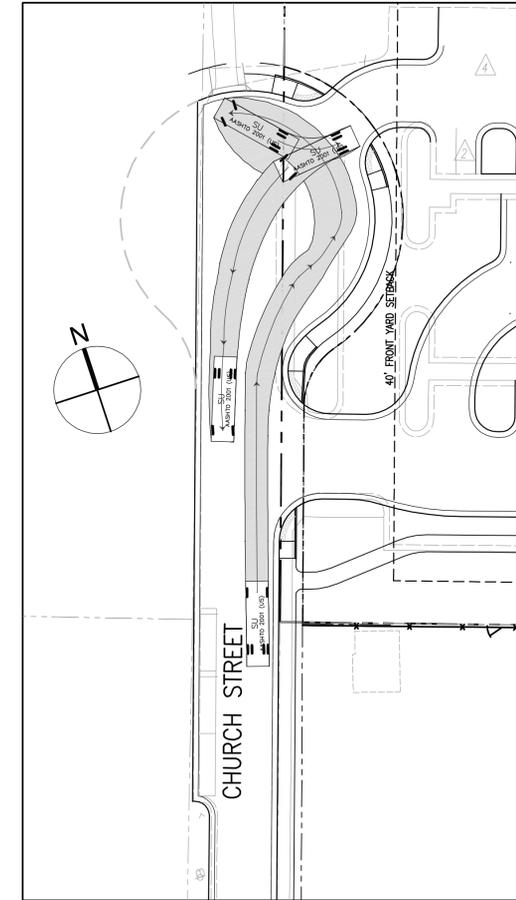
Plotted: Jan 29, 2016 at 4:20pm
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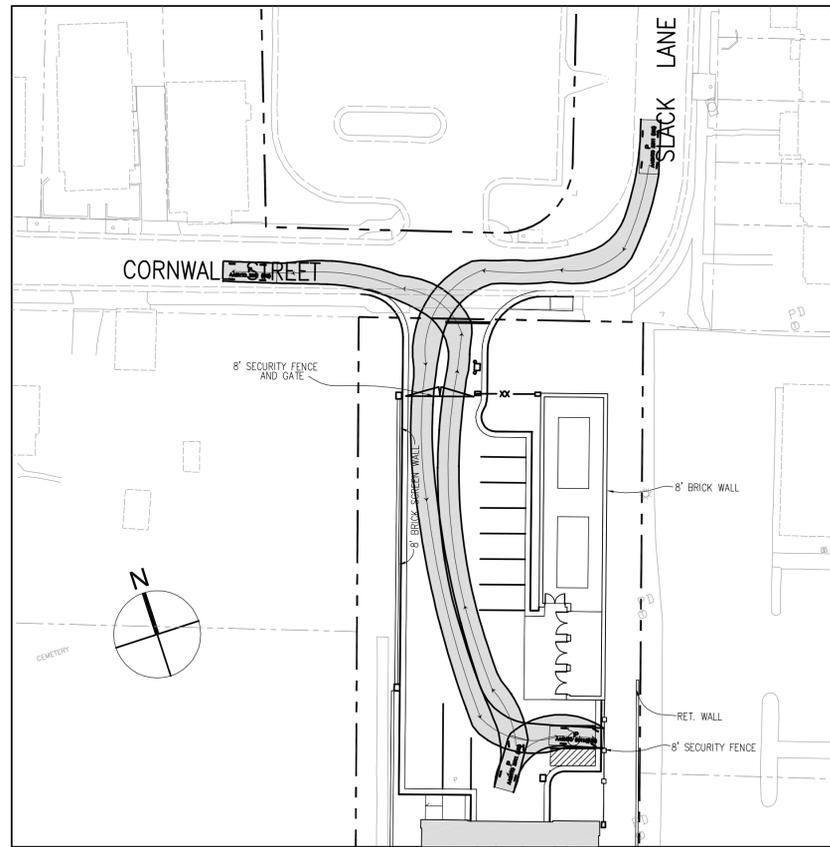
SHUTTLE BUS - SU-30



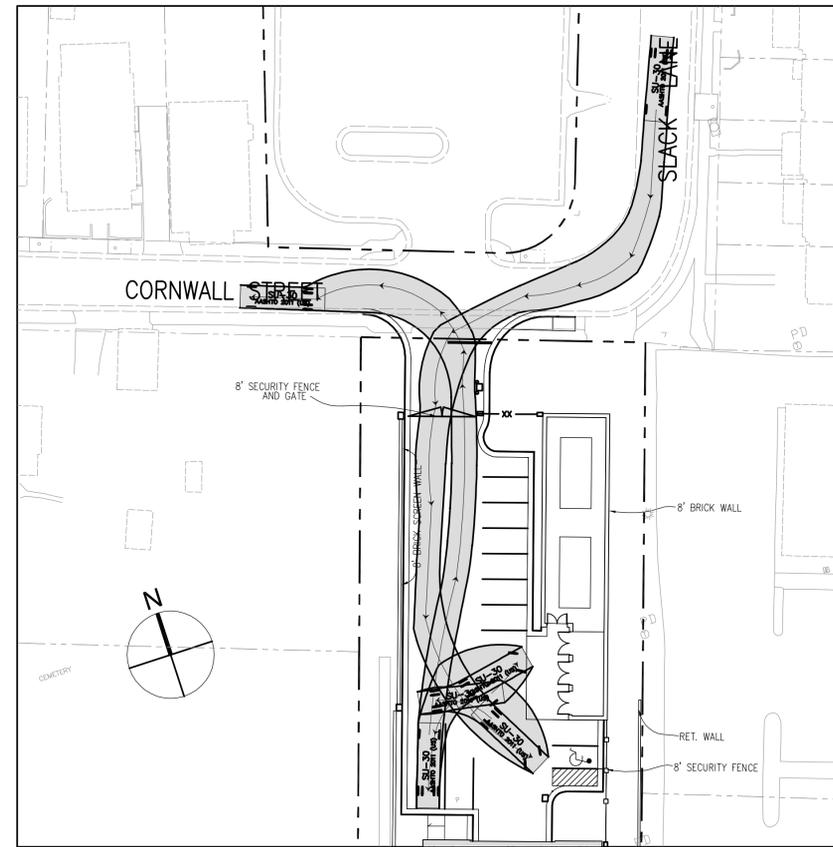
LARGE CAR - P



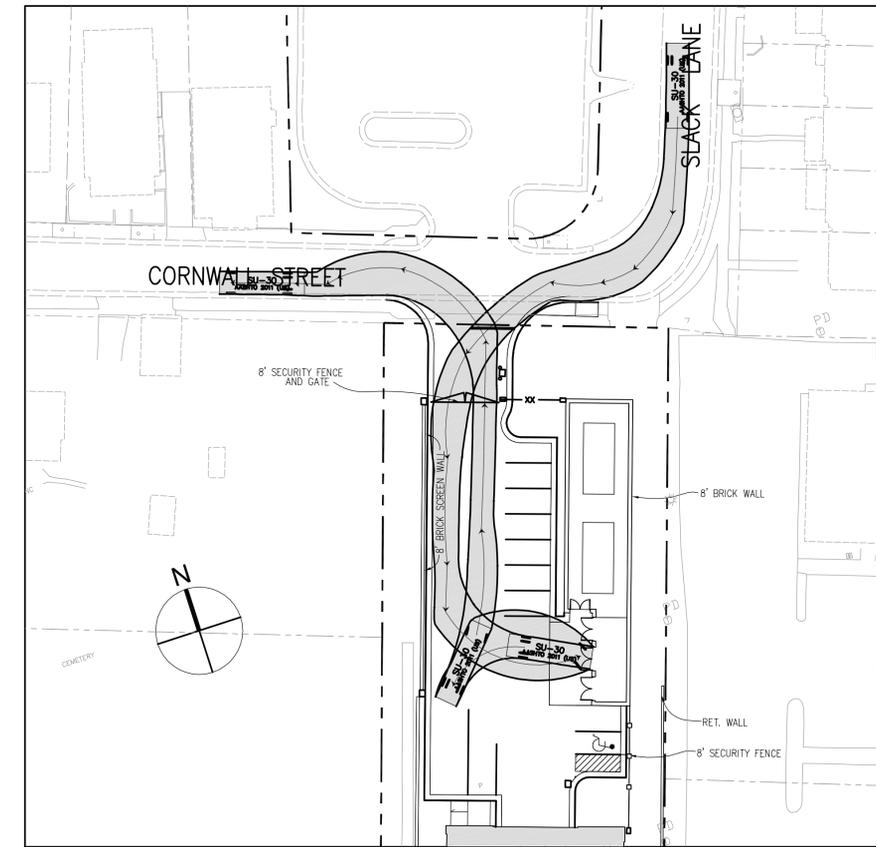
SU-30



LARGE CAR - P



DELIVERY TRUCK SU-30



TRASH TRUCK SU-30

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

Town of Leesburg
 Loudoun County, Virginia

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

AUTO-TURN
 EXHIBIT

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

PRESENTED: February 9, 2016

ORDINANCE NO. _____

ADOPTED: February 9, 2016

AN ORDINANCE: APPROVING APPLICATION TLZM 2015-0003, PENNINGTON LOT PARKING GARAGE TO REZONE THE SITE FROM R-6 TO GC TO ALLOW A FOUR-STORY GARAGE TO PROVIDE PARKING FOR THE COURTS COMPLEX.

WHEREAS, application has been filed by The Loudoun County Department of Transportation & Capital Infrastructure on behalf of the Loudoun County Board of Supervisors for rezoning the 9.9 acre “Pennington Lot” parcel from R-6 (Moderate Density Residential) to GC (Government Center) to allow development of a four-story parking garage to meet the parking needs of the expanded County Courts complex.; and

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

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

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

WHEREAS, staff recommends approval; and

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

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

SECTION 1. The rezoning application TLZM-2015-0003, Pennington Lot Parking Garage is approved subject to the proffers last dated February 3, 2016; and

AN ORDINANCE: APPROVING APPLICATION TLZM 2015-0003, PENNINGTON LOT PARKING GARAGE TO REZONE THE SITE FROM R-6 TO GC TO ALLOW A FOUR-STORY GARAGE TO PROVIDE PARKING FOR THE COURTS COMPLEX.

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

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

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

PASSED this 9th day of February, 2016.

Kelly Burk, Vice Mayor
Town of Leesburg

ATTEST:

Clerk of Council