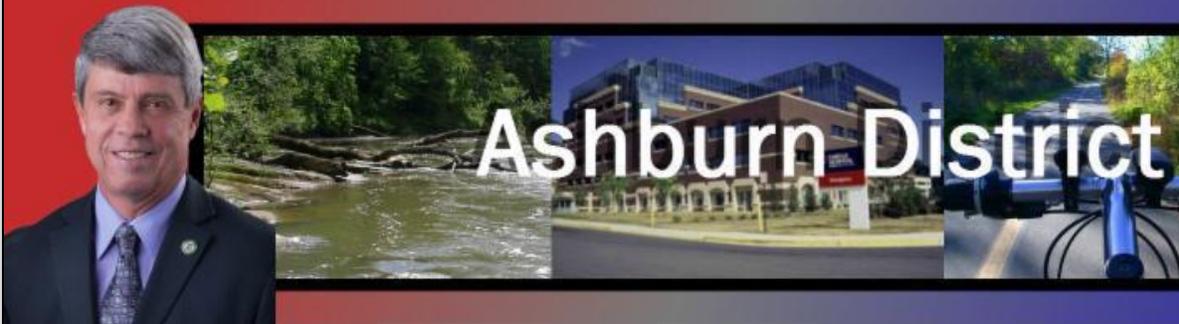


Supervisor Ralph Buona



Development Proposals & Belmont Ridge Road Widening

Greetings Ashburn Friends and Neighbors,

Happy holidays to you and yours. As 2018 draws to a close, I'm writing to provide updates on two major development proposals in the Ashburn District, the celebration of the opening of a 1.9 mile segment of Belmont Ridge Road and provide a new information flyer from the Transit Advisory Board.

Land Use Applications

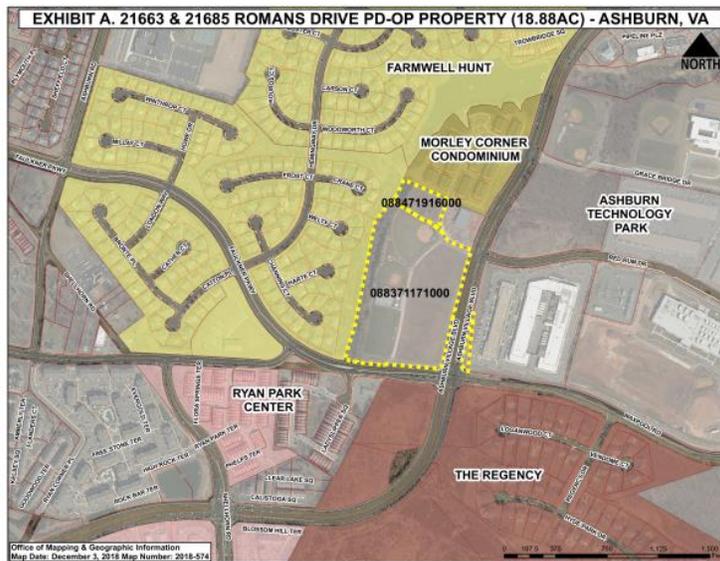
There are a number of land use applications that are pending in the Ashburn District. Two of the most noteworthy are a data center proposed adjacent to Farmwell Hunt and additional residential in the Belmont Greene community. I will provide details on each application below. It is important to note that the Board will be reviewing the Loudoun 2040 Comprehensive Plan update in the coming year and that it is likely that the land use of both of these parcels (collections of parcels) will change. In the case of Belmont Greene, this anticipated change factored into the decision to purchase the land and propose new uses.

Aligned Energy Data Center Application

Aligned Energy, a data center operator, has a contract to purchase three parcels totaling approximately 20 acres in the northwest quadrant of the intersection of Ashburn Village Boulevard and Waxpool Road. It has been owned by Herndon-based Temple Baptist Church since 2009 and is currently vacant land and ball fields. It is zoned Planned Development-Office Park (PD-OP) which allows data centers by-right, meaning a data center could be built without going through a county legislative process, however, in this case, the church's Concept Development Plan does not show data center as a use, so a legislative process called a Zoning Concept Plan Amendment (ZCPA) is required to allow data centers. Aligned Energy is proposing a 492,000 square foot data center with enhanced buffering and facades.

I have met with representatives of Aligned Energy and have been VERY clear that I am not supportive of this application. I have also had extensive communications with Farmwell Hunt HOA leadership and know that their position is also of non-support.

The draft Loudoun 2040 Comprehensive Plan update envisions these parcels to be "Suburban Compact Neighborhood" Place Type with Residential Densities of R-8 to R-24. Unit types could include Single Family Detached; Single Family Attached; and Multi-family (up to 4 stories). Compatible uses are Civic Space, Office, and Retail. Data Centers are not a contemplated use.



Atapco Properties Application (Project Provident)

Baltimore-based Atapco Properties purchased 28 acres including The Village Center at Belmont Greene in late October of this year. These parcels have been zoned Planned Development-Housing 3 and administered as Planned Development-Commercial Center-Community Center (PD-CC-CC) since Belmont Greene was first developed. Atapco is planning to rezone the property to align with the draft Loudoun 2040 Comprehensive Plan which designates this area as "Priority Redevelopment/Suburban Mixed-Use". They propose to construct up to 235 residential units to include duplexes, two-over-two, and multi-family units. Of the 235 proposed units, eighteen will be Affordable Dwelling Units (ADUs) as required by the Loudoun County Zoning Ordinance. Atapco has also expressed its intention to revive the existing commercial center and propose a convenience store with gas pumps at the entrance to Belmont Ridge Road.

I have communicated with HOA leadership and the community has not taken an official position on this application. Atapco has requested the HOA convene a stakeholders committee to work with Atapco as they refine their development plans. I support this collaborative approach as I think it is the best structure to ensure the community's input is incorporated into the final plan.

The draft Loudoun 2040 Comprehensive Plan update envisions these parcels to be "Suburban Mixed-Use" Place Type and a Priority Redevelopment area with Residential Densities up to R-6. Unit types: Single Family Detached; Single Family Attached; and Multi-family (up to 4 stories). Compatible uses: Office; Retail & Service Commercial; Public Facilities; Active Adult; Multi-family. Unit types: Duplex; Multi-family (up to 4 stories); and Two-over-Two Units.



Legislative Process:

I know many readers are concerned about these applications so I want to make sure you are aware of the lengthy legislative process that must occur before they are ever even before the Board for an up or down vote. Applications that are subject to the legislative process can only be approved or denied by the Board after a lengthy and robust review process, most of which is mandated by the Code of Virginia (Virginia law). Although the process includes reviews by many entities, the ultimate decision rests with the Board. There are nine Supervisors, so it takes a minimum of five Supervisors to cast a majority vote either in favor of or against an application. The overall process for an application like this typically takes about nine to twelve months and is summarized and simplified as follows:

- The applicant files an application with the Department of Planning and Zoning and then a pre-application meeting is held (already completed for both applications).
- County departments evaluate the application(s) based upon their department's areas of responsibility (e.g., transportation, storm water management, buffers, set-backs, etc.). These comments are provided back to the applicant to address. This is known as the referral process and multiple rounds of referrals can occur.
- Once the referral process is concluded, the application is sent to the Planning Commission which holds a mandatory Public Hearing. Notice of the Hearing

happens ahead of time with letters to adjacent property owners, advertisements in local newspapers, and signage on the property.

- The Planning Commission has several options, such as holding work sessions on the application, but in the end they vote to approve or deny. This vote is only a recommendation to the Board.
- Once the Planning Commission's recommendation is made, the application goes to a Board Public Hearing, which is again noticed (as described above). The Board has multiple options such as voting on the application at the Public Hearing (very unlikely in these cases), sending the application to a Board Committee such as the Transportation and Land Use Committee to work on further, or sending the application to a future Board Business Meeting for final action. Regardless of what happens, the Board ultimately takes a final vote on the application to either approve or deny.

Please note that citizens can speak on any application at both the Planning Commission Public Hearing and the Board Public Hearing (2:30 minutes maximum). The Board also holds Business Meetings on the first Tuesday and third Thursday of each month where one hour is allocated for public input on any topic. These slots are first come, first served but afford additional opportunities for concerned citizens to speak.

To track these applications as they work through the legislative process, you can search online at <https://www.loudoun.gov/3362/LOLA>

Belmont Ridge Road Widening Gloucester Parkway to Hay Road

Last week, we celebrated the completion of a major portion of the Belmont Ridge Road project - Gloucester Parkway to Hay Road. This project widened and reconstructed approximately 1.9 miles of the roadway from a two-lane roadway to a four-lane, median-divided facility with shared use paths on both side and traffic signal modifications. The project also constructed a new bridge over the W&OD Trail which greatly improved safety for bicyclists, pedestrians and equestrians who use the Trail, a new parking lot for users of the W&OD Trail, and noise barriers for the Belmont Ridge and Belmont Forest communities.

This was an example of true regional funding collaboration that creatively used available resources to fund this critical project. Of note, it came in on-time and under budget. Expenditures to date total \$52,031,250.



December 5th Ribbon Cutting Ceremony.

Transit Advisory Board

How familiar are you with the many transit options Loudoun County Government offers to its citizens? The Transit Advisory Board has a website and encourages your input: www.loudoun.gov/transitadvisoryboard. You can learn more about Loudoun's transit options, visit <https://www.loudoun.gov/4121/Transit-Commuter-Services>



LOUDOUN COUNTY Transit Advisory Board

You have transportation needs, wants, and interests. You are not alone. We want to help you but we need you to help us help you! The Loudoun County Transit Advisory Board (TAB) is your voice for all of Loudoun's transit options. Whether it is commuter (long haul bus or Metro), local, or paratransit, we want to hear from you! Don't use transit? Tell us why! **Phone:** 703.771.5665 **Email:** TAB@loudoun.gov

The Transit Advisory Board meets every 2 months (see website for more information). Our next meeting is **January 16, 2019** at the Loudoun County Government Center (1 Harrison St SE, Leesburg). Come join us while we make public transit better in Loudoun County!

Number of trips by Loudoun County Transit in 2018:

Commuter Bus Trips	Metro Connection Trips	Local Fixed Route Trips	ADA Trips
+951K	+341K	+384K	+13K

How many bus fares were free due to the I-66 tolls? **+55K**
From 04/16/18 thru 06/2/18

How many miles did they cover? **+127K**

How many cars did they take off the road? **+27K**

Number of miles that Loudoun County Transit covered in 2018:

Commuter Bus Revenue Miles	Metro Connection Revenue Miles	Local Fixed Route Revenue Miles
+972K	+757K	+1.1M

Designed by
Mike Burns

Visit us at: www.loudoun.gov/transitadvisoryboard

About the Transit Advisory Board (TAB): The TAB advises the Board on ways to improve existing Transit Services provided by Loudoun County and on any proposed changes or additions to future transit services. TAB members actively seek input from a broad range of riders and organizations with an expressed interest in public transit. Transit Services include long haul commuter buses, regional and local public bus transportation and paratransit services in and through Loudoun County; public buses providing transit to existing and future Metro Stations; and special service buses provided, or contemplated by the County.

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