



APTS

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Suite 400
11400 Commerce Park Drive
Reston, Virginia
20191

MEMORANDUM

To: Samer Beidas
Director of Public Works - Town of Purcellville

From: Geoff D. Giffin, P.E., PTOE
Kimley-Horn and Associates, Inc.

Date: February 7, 2013

Subject: Catoctin Creek Apartments
Traffic Impact Study Review

This memorandum summarizes our review of the Catoctin Creek Apartments traffic impact study (dated December 2012). The developer has proposed to construct a 176 apartment unit building along the south side of Hirst Road.

We offer the following comments on the traffic impact study:

1. In general the study appears to be consistent with industry standard traffic impact analysis practices and is generally in accordance with the scoping form between the Town, Virginia Department of Transportation (VDOT), and the applicant (signed October 17, 2012). A few exceptions are noted below. It should be noted that since VDOT is also performing a review, Kimley-Horn's review did not include an in depth, detailed review of traffic volume calculations or of the analysis.
2. The traffic data was collected on a weekday from 7:00 – 9:00 AM and from 4:00 – 6:00 PM. Typically, traffic impact studies in the Town and Loudoun County include 3 hour peak period data (from 6:00 – 9:00 AM and from 4:00-7:00 PM) to account for the early morning and later afternoon commuting patterns. Also, the study used the peak hour traffic volumes for each individual intersection instead of the study area network peak hour traffic volumes. Based on our experience, VDOT's Northern Virginia District staff typically require the network peak hour for the analyses.
3. The peak hour factor (PHF) assumptions for the traffic analyses are not consistent with the approved scoping agreement. The scope stated that a value of 0.92 should be assumed in the future conditions and the Synchro worksheets show various values.

4. In the 2020 conditions, the study assumes a 60,000 SF commercial development described as specialty retail. There was discussion during the scoping meeting without specific resolution about what size and type of use should be studied. Kimley-Horn believes that decision was finalized after the meeting between the applicant and Town staff; therefore we recommend that the Town verifies this assumption.
5. It should be noted that the study states that the following improvements are necessary:

2014 conditions without and with the proposed apartment development:

- a. Hirst Road and Hatcher Avenue intersection – add a westbound left-turn lane
- b. Hirst Road and Maple Avenue intersection – add a northbound left-turn lane
- c. Hirst Road and Berlin Turnpike intersection – add an eastbound left-turn lane and modify the traffic signal

The study states that the developer will provide a monetary contribution to the Hirst Road and Berlin Turnpike intersection improvements but is silent about contributions or funding the other improvements. The study also states that all the improvements are assumed to be built by others.

2020 conditions without and with the proposed apartment development:

- a. Same improvements listed above in the 2014 conditions
- b. Hirst Road and 21st Street intersection - add a westbound left turn lane
- c. Hirst Road and Berlin Turnpike – add a southbound free flow right-turn lane, add an additional northbound through lane, and modify the eastbound approach to provide a left-turn lane and a shared left/right-turn lane. These improvements are consistent with “Route 7 Bypass and Route 287 Interchange Study”.
- d. No improvements were identified at the intersections of Main Street and Hatcher and of Main Street and Maple Avenue where the overall intersection levels of service were shown to be worse than D.

It should be noted that the 2020 conditions represent a planning scenario and mitigation by the developer is not required according to VDOT guidelines.

6. The left-turn and right-turn warrant analyses appeared to have been performed in accordance with the VDOT Road Design Manual. The results show the volumes satisfy the left-turn lane warrant but not the

right-turn lane warrant. However, Hirst Road has several right-turn lanes that serve private development driveways. Therefore consideration should be given to providing a right-turn lane at the site driveway for consistency along the corridor and to be consistent with driver expectation.

Thank you for the opportunity to review the traffic impact study. Please feel free to contact us at 703-674-1300 should you have any questions.



County of Loudoun

Leroy Locke, Fire Protection Plans Reviewer/Inspector
Department of Building and Development
Code Enforcement Plan Review
1 Harrison Street SE
P.O. Box 7000
Leesburg, Virginia 20177-7000
Inspection Information 703-777-0220, Fax 703-771-8546

Date: January 25, 2013

Project Name: Catoctin Creek Apartments

Address: Hirst Road

Submitting Company: Tucker Keller, Community Development
Patrick G. Sullivan, Director, Community Development

Permit/Type: Land Development

Purcellville-RZ-12-01

Purcellville-CPAM-12-01

Town: Purcellville, Virginia 20132

To whom it may concern,

Please find attached, comments resulting from the review of the above referenced project.

- 1 – Appears to have access, however, would recommend to have at least two means of access.
- 2 – Appears to have fire hydrant coverage.
- 3 – Fire lanes: None were listed. If there becomes a need for fire lanes, applicant is responsible for same. (Must then be in compliance with The Town of Purcellville and the County Facilities Standard Manual).
- 4 – Building Siamese Connections:
If any Siamese connections are later required because of a building having a fire suppression system in it, they then would be required on the building fronts.
- 5 – Whenever a Siamese connection is on a building front, the building then would need to have a fire hydrant within 100' for Incoming apparatus.

Should you have any questions, please feel free to contact us.

Sincerely,

Leroy Locke
Fire Protection Plans Reviewer/Inspector
Department of Building & Development
Telephone - 703-771-5450
Cell - 571-252-0611
Leroy.Locke@loudoun.gov



APTS

MEMORANDUM

DATE: February 4, 2013

TO: Patrick Sullivan, Director of Community Development (email)

CC: Samer Beidas, PE, CCM, Director of Public Works
Alex Vanegas, CPM, Assistant Director of Public Works

FROM: Dale E. Lehnig, PE, CFM

RE: Catoctin Creek Apartments
Rezoning and Comprehensive Plan Amendment

Public Works staff has reviewed the following:

1. Plans, Catoctin Creek Apartments, Zoning Map Amendment & Comprehensive Plan Amendment, dated August 31, 2012, latest revision 12/7/12.
2. Statement to Accompany Comprehensive Plan Amendment, not dated.

Please note that prior submissions were reviewed for completeness only. This review will be more comprehensive and will review the information submitted. Based on our review, we offer the following comments:

1. The water layout proposed exceeds the maximum allowable length for a dead end main.
2. The water layout proposed does not provide points of connection that will keep most customers in service in the event of a water main break.
3. The anticipated water usage as shown in the Statement is low based on both requirements set forth in the Loudoun Water Design Manual (which the Town incorporates by reference), and the VA Department of Environmental Quality SCAT regulations. Please revise the anticipated water usage based on these standards.
4. Please provide for a future watermain extension to the remaining portion of this parcel.
5. It appears as if additional hydrants will be needed; no more than 300 ft. of hose to reach any portion of the base of the exterior wall.
6. Both the water and the sanitary sewer layouts show points of connection that will require easements, and/or permission to connect on to a private line. Please submit information to show that these easements have been, or are able to be, obtained.
7. In order to determine the feasibility and final design of the water system, the system will need to be hydraulically modeled. The Town will have its consultant look at this in a preliminary fashion, based on the information provided in this application. Please provide a copy of the system layout in ACAD.

Note that this work cannot be done until the anticipated water usage has been submitted based on the standards noted in comment #3. During the design stage, the applicant must submit a detailed hydraulic model to show both the quantity and quality of the water to the site. The applicant may have this work done by his/her own consultant or the Town will have its consultant do the work at the applicant's expense. Note that final approval of the proposed water extension cannot be granted until the modeling is complete and approved.

8. The water extension and design will need to be approved through the Virginia Department of Health.
9. The Plans need to clearly note whether the water/sewer lines are proposed to be privately or publicly owned and maintained. Please note that since these facilities as proposed serve only this property, the Town is not likely to accept these for ownership.
10. The sanitary sewer layout shows lengths between manholes that exceed the maximum length of sanitary sewer between manholes.
11. The proposed sanitary sewer force main must enter the public sewer by gravity.
12. The plans show the infrastructure improvements for the Catoctin Creek Apartments (13.7 acres), but do not address the infrastructure for the remaining parcel that is proposed to be rezoned to mixed use commercial (6.7 acres). If the mixed use commercial is to be included in the rezoning request, please address how the remainder of the property will be provided for sanitary sewer? Water? Access? Provide a plan to accommodate the future use of the property (as proposed for mixed use commercial).
13. In order to determine the feasibility and final design of the proposed sanitary sewer/pump station, the discharge will need to be modeled, taking into account the Town's downstream facilities. The Town will have its consultant look at this in a preliminary fashion, based on the information provided in this application. Please provide a copy of the system layout in ACAD.

Note that this work cannot be done until the anticipated water usage has been submitted based on the standards noted in comment #3. During the design stage, the applicant must submit a detailed hydraulic model to show that the proposed discharge will not adversely affect the Town's system, and that the system can accommodate the anticipated flows. The applicant may have this work done by his/her own consultant or the Town will have its consultant do the work at the applicant's expense. Note that final approval of the proposed sanitary sewer extension cannot be granted until the modeling is complete and approved.

14. What is the depth of the proposed pump station? Is the bottom elevation higher than the 100 year floodplain elevation?
15. The proposed pump station will need to be designed to meet all requirements as outlined in the Town of Purcellville FSM and referenced documents.
16. The stormwater layout is not shown. The location for the potential pond is shown, but no high water elevation is noted. What is the anticipated water surface elevation? Compare this to the finished floor elevations; is the freeboard sufficient?

17. Because the stormwater layout is not shown, it is not clear how much of the area of runoff from the development will be collected and conveyed to the proposed pond. Please provide more information.
18. There appears to be a significant amount of off-site runoff through the site. Please note that this must be accounted for in the final design of the stormwater facilities.
19. The downstream facilities must be examined to determine if there is adequate capacity and if improvements to the downstream facilities are required.
20. The proposed channelization will likely require a Nationwide Permit (NWP29) or written determination of minimal effects through the US Army Corps of Engineers, since the length of the channel affected (filled or excavated) exceeds 300 LF. Please provide copies of the written determination to the Town.
21. What is the base flood elevation of Catoctin Creek at this location relative to the proposed finished floor elevations?
22. The plans do not include any information on water service, sanitary sewer service, stormwater drainage and management, water usage, access, etc. to the eastern portion of the property. If the eastern portion of the property is to be included with the rezone, this information must be provided.
23. Plans need to be signed/sealed/dated by a professional engineer registered in the Commonwealth of Virginia.
24. Statement should have a preparation date noted, with revision dates as needed.



LOUDOUN COUNTY PUBLIC SCHOOLS
PLANNING AND LEGISLATIVE SERVICES

21000 Education Court
Ashburn, Virginia 20148
Telephone: 571-252-1050
Facsimile: 571-252-1101
Email: lcpsplan@lcps.org

January 31, 2013

Mr. Patrick G. Sullivan, Director
Town of Purcellville
Department of Community Development
221 S. Nursery Avenue
Purcellville, Virginia 20132

RE: RZ 12-01 and CPAM 12-01/Catoctin Creek Apartments

Dear Mr. Sullivan:

School Board staff has reviewed the zoning map and concept plan amendment for Catoctin Creek Apartments. Based on 2012 Loudoun County Public Schools student generation factors, the proposed 176 multifamily units will generate a total of 43 school-age children: 21 elementary school-age children (grades K-5), 10 middle school-age children (grades 6-8), and 12 high school-age children (grades 9-12). A project assessment chart is attached outlining the operational and capital impact of the project on Loudoun County Public Schools.

Safe walking paths remain an important concern for the School Board, staff, and parents of children who attend our schools. The submitted plat indicates a commitment to constructing pedestrian paths and/or sidewalks on both sides of streets; this is noted and appreciated. Sidewalks and walking paths not only increase operational efficiency but also ultimately mean less time on the school bus for Loudoun's children.

The Loudoun County School Board is concerned about all land development applications. Capital facility expenditures and operational costs are significantly impacted by each approved residential project, and both can be anticipated to increase with each additional school-age child that resides in Loudoun County. Should you require further information, please contact me at your earliest convenience.

Sincerely,

Sam Adamo
Executive Director

Attachment

c: Loudoun County School Board
(Site Location: Blue Ridge Election District)
Edgar B. Hatrick, Division Superintendent
Sharon D. Ackerman, Assistant Superintendent
W. Michael Martin, Director of Elementary Education
Barbara P. Nichols, Director of Middle School Education
David A. Spage, Director of High School Education



Loudoun County Public Schools

Department of Planning and Legislative Services

Project Assessment

Project Name: RZ 12-01 and CPAM 12-01/Catoctin Creek Apartments

Loudoun County Public Schools Student Generation Factors, 2012		Housing Units	Elementary School Student Generation	Middle School Student Generation	High School Student Generation	Student Generation Total
Single Family Detached (SFD)	0.82	0	0	0	0	0
Single Family Attached (SFA)	0.49	0	0	0	0	0
Multifamily (MF)	0.24	176	21	10	12	43
Total Students		176	21	10	12	43
Capital Costs			Elementary School Cost (FY 2013 CIP)	Middle School Cost (FY 2013 CIP)	High School Cost (FY 2013 CIP)	Total Capital Expenditure
School Cost			\$28,820,000	\$45,300,000	\$90,240,000	
Capacity			875	1,350	1,800	
Per Pupil Cost			\$32,937	\$33,556	\$50,133	
Project's Capital Costs			\$691,680	\$335,556	\$601,600	\$1,628,836
Annual Operational Costs			FY 2013 Estimated Per Pupil Cost	Student Generation Total	Annual Operational Costs	
			\$11,595	43	\$498,585	
School Facility Information			Elementary School (Grades K-5)	Middle School (Grades 6-8)	High School (Grades 9-12)	
2012-13 School Attendance Zone			Kenneth W. Culbert	Harmony	Woodgrove	
September 28, 2012 Student Enrollment			531	1088	1530	
2012-13 Building Program Capacity			750	1187	1657	



LOUDOUN COUNTY, VIRGINIA
Department of Fire – Rescue And Emergency Management

801 Sycolin Road, Suite 200
Leesburg, VA 20175
Phone 703-777-0333 Fax 703-771-5359



February 26, 2013

Patrick Sullivan, Director
Community Development
Town of Purcellville
221 South Nursery Avenue
Purcellville, VA 20132

Re: Catoctin Creek Apartments
RZ-12-01 and CPAM 12-01

Dear Mr. Sullivan:

Thank you for the opportunity to review the above captioned application. Staff cannot adequately evaluate and provide comments at this time since the materials submitted with the application did not provide sufficient detail regarding adequate access and circulation of emergency vehicles throughout the property. Due to the multiple buildings proposed, staff requests information to demonstrate that access to the proposed structures (all sides) would not be compromised.

If you have any questions or need additional information, feel free to contact me via e-mail Maria.Taylor@Loudoun.gov or by phone 703-737-8772. Thank you.

Sincerely,

Maria Figueroa Taylor
Fire and Rescue Planner

cc file

County of Loudoun

Department of Planning

MEMORANDUM

DATE: March 5, 2013

TO: Patrick Sullivan, AICP, Director of Community Development
Town of Purcellville

FROM: Rodion Iwanczuk, AICP, Senior Planner *RL*
Community Information and Outreach

SUBJECT: PURCELLVILLE CPA12-01 and RZ12-01

BACKGROUND

The Town of Purcellville ("Town") is considering a Comprehensive Plan Amendment for a 20.43-acre parcel ("subject property"), better described as Tax Map 36, Parcel No. 19A (PIN 452-25-4468-000). The applicant proposes to designate the eastern 6.71-acre portion of the property as Mixed Use Commercial on the Town's Planned Land Use Map, and the western 13.72-acre portion of the property as Residential-MF (multifamily). The applicant is also seeking to rezone the western 13.72-acre portion from X (Transitional) to PDH-15 (Planned Development Housing-15); the eastern 6.71 acres would remain under CM-1 (Local Service Industrial) zoning. The property is located at the southwest corner of the intersection of Hirst Road and Maple Avenue. The subject property is within the Town. The Route 7 northern right-of-way (ROW) is the Town's boundary with Loudoun County and the adjoining Purcellville Urban Growth Area/Joint Land Management Area (UGA/JLMA) and is located approximately 325 feet, or 0.06 miles, north of the subject property. A review of the rezoning plat and County records indicates natural features on the subject property include major floodplain, steep slopes, modeled wetland, hydric soils, and forest cover.

The property was included as part of the Town's annexation on December 16, 2008 of the Purcellville Urban Growth Area Management Plan (PUGAMP) "Phase I" area (ANX 08-05). At the time of annexation, no Town Planned Land Use designation was placed on the subject property. Under the Purcellville Zoning Ordinance, the subject property was zoned X (Transitional) to provide for reasonable and orderly interim regulation of use and development, and CM-1 (Local Service Industrial). Surrounding land uses include vacant land to the west, residential use to the southwest, commercial uses to the south, and a fire and rescue station to the east, across Maple Avenue.

The Loudoun County Planning Department appreciates the opportunity to provide written comments.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The subject property is located within the Town of Purcellville and adjacent to territory in the County contained within the Purcellville Joint Land Management Area (JLMA). In the vicinity of the subject application, the JLMA boundary with the Town is located approximately 325 feet north along the Route 7 Bypass northern ROW. Staff reviewed the proposed planned land use designation and zoning map amendment subject to the policies of the Purcellville Urban Growth Area Management Plan (PUGAMP) and the 1994 Annexation Agreement between the County and the Town and in light of the Revised General Plan and the 2010 Revised Countywide Transportation Plan (2010 CTP).

ANALYSIS

A. LAND USE

On December 16, 2008, the Town annexed territory that included the subject property in conformance with the Phase I guidelines of the PUGAMP (ANX 08-05). The subject property was placed in the PUGAMP Phase I area through approval of CPAM 1999-0001, which provided phasing guidelines for land in the Urban Growth Area/Joint Land Management Area (UGA/JLMA) and guidance to the Town and County in determining the timeliness and appropriateness of the development and annexation of property located in the UGA/JLMA (*CPAM 1999-0001, Phasing Guidelines for Land in the Urban Growth Area, text and Phase I area map*). Any development of properties within, or formerly within, Phase 1 shall conform with the PUGAMP and shall conform with the uses and densities identified on the Ultimate Land Use Map contained in the PUGAMP (*CPAM 1999-0001, Phasing Guidelines...Policies 3 & 4*).

At the time of the annexation, no Town Planned Land Use designation was placed on the subject property. Under the Purcellville Zoning Ordinance, the subject property was zoned X (Transitional), to provide for reasonable and orderly interim regulation of use and development, and CM-1 (Local Service Industrial). Surrounding land uses include vacant land to the west, residential use to the southwest, commercial uses to the south, and a fire and rescue station to the east, across Maple Avenue.

The PUGAMP Ultimate Land Use Map depicts the planned land use for the subject property as Light Industrial (*PUGAMP, Chapter 4, Ultimate Land Use Map, Fig. 8*). As such, development of the subject property shall conform with the land use identified on the Ultimate Land Use Map of the PUGAMP – Light Industrial. Consistent with the phasing guidelines, “The County and Town will consider residential rezonings in the UGA in areas designated for residential use as illustrated in this plan (*PUGAMP, Chapter 4, Residential Development, Policy 4*).” Similarly, “The County and Town will consider non-residential rezonings in the UGA in areas designated for non-residential uses as illustrated in this plan (*PUGAMP, Chapter 4, Non-Residential Development, Policy 2*).”

The applications propose development on the western 13.72 acres of the subject property of a 176-unit multi-family apartment complex. No specific development is proposed for the eastern 6.71 acres that would be designated mixed use commercial on the Planned Land Use Map. The proposed residential use is located in an area designated under the PUGAMP Ultimate Land Use Map for non-residential use. As addressed through the policies cited above, rezoning the subject property for residential use as proposed would not be in conformance with the PUGAMP Ultimate Land Use Map. Amendments to the Ultimate Land Use Map proceed under the direction of the 1994 Annexation Agreement which provides for the PUGAMP policies (including land use maps) to be reviewed and updated and/or modified by the Joint UGA Policies Review Committee (JPRC) whenever deemed appropriate (*Town of Purcellville/County of Loudoun Annexation Agreement, Section II.C.3.h.2*).

In the Statements of Justification (SOJ), the applicant indicates that the proposed plan amendment and subsequent rezoning would help address the County's unmet housing needs including workforce housing. According to the Zoning Map Amendment Statement of Justification (SOJ), "...the continued growth of employment opportunities in the Town of Purcellville and the surrounding area [increases] the need for work force housing (*Statement of Justification-Zoning Map Amendment, Demands for Multi-Family Housing*)."

The applicant in its Comprehensive Plan Amendment SOJ also cites a recent George Mason University study (GMU Study) which suggests there will be an increasing need for multi-family housing units as a "key element in the promotion and growth of jobs in the [Metropolitan Washington] region." The applicant uses the GMU Study to justify a need in Western Loudoun County for greater diversity in the types of housing provided.

The County's Revised General Plan contains several Countywide Housing Policies, including the following:

"The County's primary housing objective is to assure that existing and future County residents and the workforce are served by a range of housing opportunities. An adequate supply of varied types of housing, both rental and for-sale, in locations throughout the County is a fundamental ingredient of an enduring community (*CPAM 2007-0001, Countywide Housing Policies, p. 2*)."

In contrast to the GMU Study's finding that existing and planned multi-family housing supply will fall short of demand, the most recent County forecasts which take into account approved and planned residential development throughout the County (including the Route 7 West subarea) project that the supply of multi-family housing units within the County, both existing and planned, will meet demand through 2037. As such, allowing additional multi-family dwelling units in an area of the County where they are not anticipated could oversaturate the market and impact the viability of already-approved developments.

The subject property was annexed into the Town in 2008 with no planned land use designation. County staff find that the Catoctin Creek development proposal is not in conformance with the PUGAMP's land use designation for the subject property that calls for Light Industrial development. Any change to the PUGAMP Ultimate Land Use Map should be accomplished through an amendment to the PUGAMP approved by both the Town and the County. Such an amendment should explore the full impacts (e.g., adjacent land uses, fiscal impacts, etc.) of a change from commercial to residential.

C. ACCESSIBILITY

The subject application is inside of but on the Town's border with Loudoun County. The applicant's Traffic Impact Analysis (TIA) evaluates traffic and intersections, using standard transportation evaluation methodology, within a study area that is located completely within the Town, as agreed to with Town and VDOT staff.

The TIA Study Area includes several large approved-but-unbuilt developments that were addressed in the scoping agreement and that would also affect traffic and the intersections analyzed as part of the TIA. All of the intersections studied and approved developments accounted for in the TIA are located within Purcellville. According to the TIA, the applicant commits to constructing turn lanes at the entrance to the subject property if and when warranted by the Town. The transportation analysis indicates that traffic conditions without the subject application would necessitate multiple improvements to study intersections in 2014 and 2020. The TIA concludes that approval of the subject application would not substantially worsen traffic conditions beyond those already projected, and therefore no additional transportation improvements would be required from the applicant.

The TIA states that no reduction for transit trips was taken in the study: "given the distance from the transit stops to the site, it is unlikely that a significant portion of trips would be made exclusively via transit (*TIA, Section 2.4*)." The nearest transit stops are 1.25 miles for eastbound Virginia Regional Transit service to the Loudoun County Government Center in Leesburg (0.3 miles for westbound service, at the Maple Avenue Apartments on Maple Avenue) and 1.75 miles for Loudoun County Transit commuter bus service to Washington, D.C. and other close-in locations.

County staff note that the applicant's concept plan includes a sidewalk along the apartment community frontage on Hirst Road. County staff suggest that the applicant commit to fund or construct other logical off-site connections where there are gaps in the sidewalk/shared use path network between the site and existing bicycle and pedestrian facilities in the vicinity. This would include the west side of North Maple Avenue leading from Hirst Road to the transit stop at the Maple Avenue Apartments. If transit becomes available to the Hirst Road corridor, County staff recommend that the applicant proffer to fund or install a bus shelter at an appropriate location on the subject property's Hirst Road frontage. County staff also suggest that the Town and the applicant consider

working with transit providers to explore the feasibility of re-routing some additional transit service to use Hirst Road and North Maple Avenue.

C. PROFFERS

The subject application for rezoning includes no proffer statement from the applicant. As discussed in the PUGAMP, "proffers are voluntary commitments which a developer makes to the County or to the Town during the rezoning process to assist in improving the public infrastructure needed to serve new residents or users of the development (PUGAMP, Chapter 7, Proffers, text)." Chapter 7 contains proffer guidelines in order to assist the Town in evaluating developer proffers that will mitigate the impacts of the development and address capital facility impacts. Loudoun County similarly has policies that address this issue and uses a Capital Intensity Factor (see Attachment 1) to provide the basis for voluntary development contributions from rezoning applicants to mitigate such impacts. The Board of Supervisors in an April 12, 2005 letter encouraged all Towns to adopt proffer policies to help offset the capital impacts of development (see Attachment 2).

The County encourages the Town to seek proffer contributions from the applicant to help mitigate the impacts and address the capital facility impacts of new development.

RECOMMENDATIONS

The subject application for a comprehensive plan amendment and rezoning would allow the applicant to construct 176 multi-family dwelling units, on the south side of Hirst Road, between Maple Avenue and Route 611. County staff note that a comprehensive plan amendment to the PUGAMP approved by both the Town and the County to change the land use designation depicted on the Ultimate Land Use Plan for the construction of a 176-unit multi-family residential community should be pursued.

Absent such an effort, County staff suggest that the applicant submit additional information sufficient to further justify the site as more appropriate for residential use rather than light industrial use and to better evaluate the subject application. Specifically, County staff suggest:

- The applicant refer to the County's most recent forecasts which show that the County and its Towns have a sufficient planned and/or approved supply of multi-family housing to meet demand through 2037 [This finding conflicts with the George Mason University study cited by the applicant that there will be a shortage in Loudoun County of multi-family housing by 2040].
- The applicant prepare and submit a Proffer Statement that includes contributions that the applicant would provide to address the impacts of development, including transportation improvements.
- The applicant should suggest ways that it could promote transit usage. The applicant's Traffic Impact Analysis (TIA) states that few trips would be made exclusively via transit, due to the distance from the subject property to the nearest transit stop. The Town and the applicant should also consider working

with transit providers to explore the feasibility of re-routing some additional transit service to use Hirst Road and North Maple Avenue.

Thank you for the opportunity to comment. We look forward to providing additional evaluation and comment should additional material and/or justification for this development proposal become available.

cc: Julie Pastor, AICP, Planning Director
Michael "Miguel" Salinas, Program Manager, Community Information & Outreach

Attachments:

1. Loudoun County Capital Intensity Factors (2009)
2. Board of Supervisors Letter to Towns, April 12, 2005

**TABLE 2 – FIC Recommended FY 09 – FY 10 Capital Intensity Factors (Eastern)
(Ashburn, Potomac, Sterling Planning Areas)**

Unit Type	Pop/Unit	CIF/Pop	Non-School CIF	Child/Unit	CIF/Child	School CIF	Total CIF
SFD*	3.27	\$6,630	\$21,679	0.87	\$43,438	\$37,791	\$59,470
SFA*	2.75	\$6,630	\$18,232	0.51	\$43,438	\$22,153	\$40,385
MF*	1.88	\$6,630	\$12,464	0.26	\$43,438	\$11,294	\$23,758

* (SFD) Single Family, Detached Unit, (SFA) Single Family, Attached Unit, (MF) Multi-Family Unit.

**TABLE 2 – FIC Recommended FY 09 – FY 10 Capital Intensity Factors (Central)
(Dulles, Route 15 N, Route 15 S, Leesburg Planning Areas)**

Unit Type	Pop/Unit	CIF/Pop	Non-School CIF	Child/Unit	CIF/Child	School CIF	Total CIF
SFD*	3.27	\$4,980	\$16,284	0.87	\$38,448	\$33,450	\$49,734
SFA*	2.75	\$4,980	\$13,695	0.51	\$38,448	\$19,608	\$33,303
MF*	1.88	\$4,980	\$9,362	0.26	\$38,448	\$9,996	\$19,359

* (SFD) Single Family, Detached Unit, (SFA) Single Family, Attached Unit, (MF) Multi-Family Unit.

**TABLE 2 – FIC Recommended FY 09 – FY 10 Capital Intensity Factors (Western)
(Route 7 W, Northwest, Southwest Planning Areas)**

Unit Type	Pop/Unit	CIF/Pop	Non-School CIF	Child/Unit	CIF/Child	School CIF	Total CIF
SFD*	3.27	\$4,556	\$14,899	0.87	\$35,660	\$31,024	\$45,923
SFA*	2.75	\$4,556	\$12,530	0.51	\$35,660	\$18,187	\$30,716
MF*	1.88	\$4,556	\$8,566	0.26	\$35,660	\$9,272	\$17,837

* (SFD) Single Family, Detached Unit, (SFA) Single Family, Attached Unit, (MF) Multi-Family Unit.

FY 09 Adopted Capital Facility Standards

Public Safety	Capital Facility	Building sq. ft.	Acres	Standard
Animal Care & Control	Animal Shelter	18,000	5	0.079 sf per capita
Fire & Rescue	Fire & Rescue Station	13,000	5	1:25,000 population
Fire & Rescue	Fire & Rescue Station - Western	13,000	5	1:10,000 population
Fire & Rescue	1600-gpm Engine	n/a	n/a	1:10,000 population
Fire & Rescue	1600-gpm Engine - Western	n/a	n/a	1:10,000 population
Fire & Rescue	ALS Ambulance	n/a	n/a	1:10,000 population
Fire & Rescue	ALS Ambulance - Western	n/a	n/a	1:10,000 population
Fire & Rescue	Ladder Truck	n/a	n/a	1:25,000 population
Fire & Rescue	Heavy Rescue Squad	n/a	n/a	1:50,000 population
Fire & Rescue	Tanker - Western	n/a	n/a	1:10,000 population
Fire & Rescue	Brush Truck - Western	n/a	n/a	1:10,000 population
Juvenile Court Services Unit	Juvenile Probation Residence	8,800	2	1:250,000 population
Sheriff's Office	Substation - combined	10,000	5	1:75,000 population
Sheriff's Office	Substation - stand alone	18,000	4	

Parks, Recreation & Culture	Capital Facility	Building sq. ft.	Acres	Standard
Library Services	Library	30,000	7	0.6 square feet per capita
PRCS	Recreation Center	75,000	15	1:75,000 population
PRCS	Regional Park w/19 fields	n/a	200	1:75,000 population
PRCS	District Park w/9 fields	n/a	75	1:25,000 population
PRCS	Community Park w/3 fields	n/a	30	1:10,000 population
PRCS	Teen Center	20,000	5	1:10,000 population age 12-14
PRCS	Senior Center	15,000	5	1:10,000 population age 55+
PRCS	Respite Center	5,000	2	1:15,000 population age 55+

Health & Welfare	Capital Facility	Building sq. ft.	Acres	Standard
Health Department	Health Clinic	13,000	5	0.6 sf of clinic space per of client visits
MHM RSA	MR Residential Facility	3,400	0.25	1 bed slot 5,375 population
MHM RSA	MH Residential Facility	3,400	0.25	1 bed slot 3,865 population
MHM RSA	MHSA Adolescent Treatment Center	8,000	2	1 bed slot 237 youth age 15-18
MHM RSA	MHSA Adolescent Group Home	8,000	2	1 bed slot 382 youth age 16-17
MHM RSA	MHSA Adolescent Group Home	8,000	2	1 bed slot 957 youth age 12-15
Family Services	Juvenile Detention Center	22,000	8	#centers=x*0.0395/585
Family Services	Youth Shelter	8,000	2	#shelters=x*0.0118/144
Family Services	Transitional Homeless Shelter	9,000	2	#shelters=x*3.24*16%/45
Family Services	Emergency Homeless Shelter	9,000	2	#shelters=x*5%*3.24*68%/180
Family Services	Juvenile Assessment Center	4,000	2	1:Countywide
Family Services	Transitional Independ. Living Res.	8,000	2	1:250,000 population

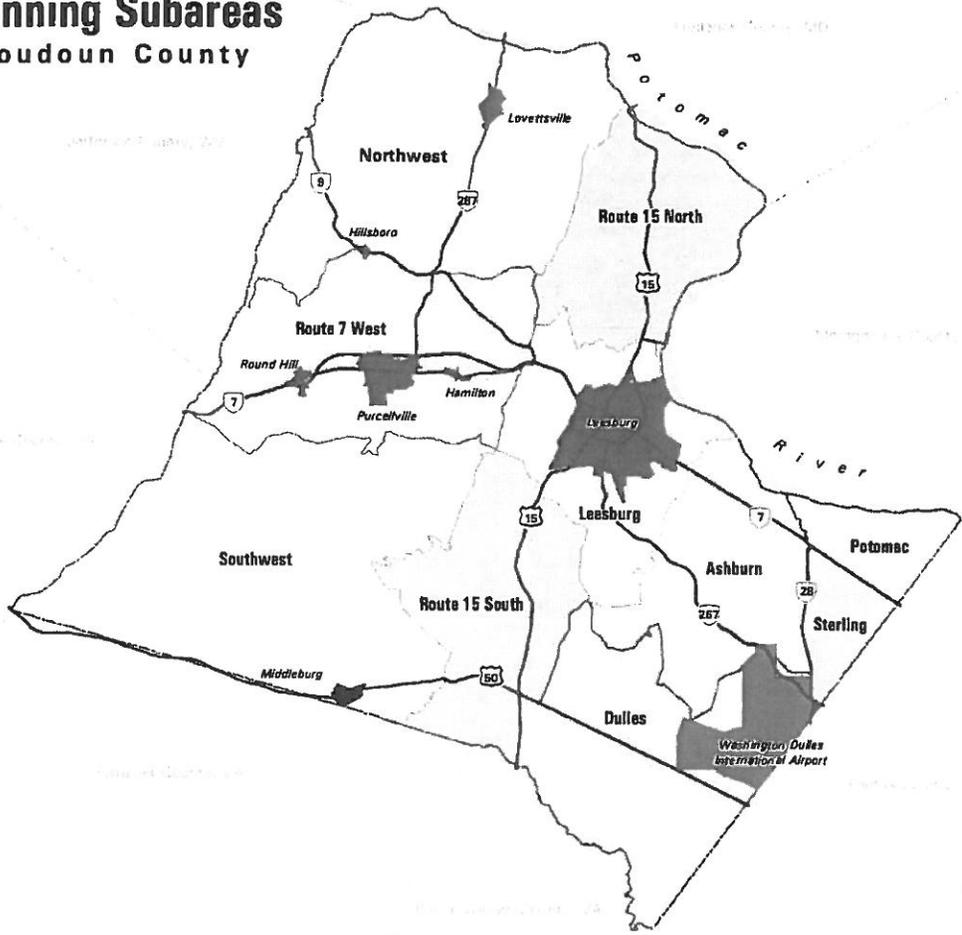
ATTACHMENT 2

**Item 15 a. - Attachment 1
FY 09 Adopted Capital Facility Standards**

General Government	Capital Facility	Building of	Acres	Standard
General Government	Office Space	n/a	n/a	1 square foot per capita
Office of Transportation Services	Regional Park & Ride Lot w/350 space	n/a	n/a	1:25 sm suburban area, 1:100 sm county
Office of Transportation Services	Community Park & Ride Lot w/100 space	n/a	n/a	1:4 sm suburban and towns
Office of Transportation Services	Bus Maintenance Facility	28,000	10	1:100 transit vehicles

Schools	Capital Facility	Building of	Acres	Standard
School	Elementary School - 1 Story w/875 pupils	90,100	20	.87 pupils SFD
School	Elementary School - 2 Stories w/875 pupils	98,000	20	.51 pupils SFA
School	Middle School - 1 Story w/1350 pupils	168,000	35	.26 pupils MF
School	Middle School - 2 Stories w/1350 pupils	178,000	35	
School	High School w/1800 pupils	279,000	76	

Planning Subareas Loudoun County





Loudoun County, Virginia

www.loudoun.gov

County Administration

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

RECEIVED

DEC 29 2010

LOUDOUN COUNTY
DEPARTMENT OF PLANNING

At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Tuesday, February 15, 2005 at 9:30 a.m.

PRESENT: Scott K. York, Chairman
Bruce E. Tulloch, Vice Chairman
James G. Burton
James E. Clem
Eugene A. Delgaudio
Sally Kurtz
Stephen J. Snow
Mick Staton Jr.
Lori L. Waters

IN RE: CAPITAL FACILITY STANDARDS AND CAPITAL INTENSITY FACTOR

Mr. Staton moved that the Board of Supervisors approve the Capital Facility Standards and Capital Intensity Factor as recommended by the Land Use and Fiscal Impact Committees.

Mr. Staton further moved the effective date of adoption of the Capital Facility Standards and Capital Intensity Factor be with any new rezoning or concept plan amendment that has not yet been heard by the Planning Commission.

Mr. Staton further moved that Staff be directed to implement the adopted standards and factors under the following guidelines: a) continue the current interim resolution and credit transportation proffers that go beyond mitigating the transportation impacts of the proposal towards capital facilities; b) continue to calculate the base density and base unit type of a type of a property using the current zoning of the property; and c) the recommended policies should not apply to cases until the Revised General Plan is amended.

Mr. Staton further moved approval of the draft letter to the towns for immediate transmittal, as amended.

Seconded by Mr. Clem.

Voting on the Motion: Supervisors Burton, Clem, Delgaudio, Kurtz, Snow, Staton, Tulloch, Waters, and York - Yes; None - No.

COPY TESTE:

DEPUTY CLERK FOR THE LOUDOUN
COUNTY BOARD OF SUPERVISORS



Loudoun County, Virginia

www.loudoun.gov

Board of Supervisors

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000
703/777-0204 • Fax: 703/777-0421 • email: bos@loudoun.gov

April 12, 2005

The Honorable C.L. "Tim" Dimos
and Mike Casey, Town Administrator
Town of Middleburg
P.O. Box 187
Middleburg VA. 20118-5152

Dear Mayor Dimos and Mr. Casey:

Re: Town Capital Facility Policies

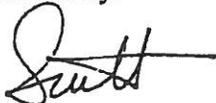
In June of 2004, the Board of Supervisors directed the Fiscal Impact Committee to review the capital facility standards and the capital intensity factors which the Board uses to assist the County in an equitable and uniform evaluation of developer proffers. The County's Revised General Plan anticipates developer assistance valued at 100% of capital facility costs per dwelling unit. Estimated capital facility costs per unit type are calculated by a Capital Intensity Factor (CIF) based on the adopted service plans and levels for each type of development. The Board of Supervisors uses the CIF to guide its proffer negotiations with developers requesting re-zonings. On February 15, 2005, the Board of Supervisors approved the Capital Facility Standards and Capital Intensity Factor and these are summarized in Attachment 1.

As part of its review, the Fiscal Impact Committee also recommended that the Board of Supervisors request the Town governments adopt the County's Capital Intensity Factor and proffer policies to guide Town proffer negotiations. The intent of this recommendation is to request that the Towns collect and forward to the County, proffered capital facility contributions funds for services that the County provides.

The Board endorses the Fiscal Impact Committee's recommendation that the Town governments consider the adoption of the County's proffer policies including the County's Capital Facility Standards and Capital Intensity Factor as tools to negotiate with developers. Using a uniform tool will assist the County and Towns in obtaining proffer contributions in the Towns for school and general government facilities for which the County provides facilities to Town residents.

County Planning and Budget staffs are available to answer any questions and work with your staff to assist in implementing this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott", with a long horizontal stroke extending to the right.

Chairman Scott York
Loudoun County Board of Supervisors

Attachment: CIF summary

cc: Board of Supervisors
Charles Yudd. County Administration
Ben Mays. Management and Financial Services
Paul Brown. Management and Financial Services
Leslie Hansbarger. County Administration

Letters were sent to each of the following individuals:

Lovettsville: Tim Faust, Town Administrator, and Mayor Elaine Walker; Town of Lovettsville; 6 E. Pennsylvania Ave.; P.O. Box 209; Lovettsville, VA. 20180.

Hamilton: Mayor Keith Reasoner; Town of Hamilton; P.O. Box 130; Hamilton, VA. 20159

Hillsboro: Mayor Roger Vance; Town of Hillsboro; 36966 Charletown Pike; Purcellville, VA. 20132

Leesburg: Mayor Kristin Umstadd, and John Wells, Town Manager; Town of Leesburg; 25 West Market Street; Leesburg, VA. 20176

Middleburg: Mayor C.L. "Tim" Dimos, and Mike Casey, Town Administrator; Town of Middleburg; P.O. Box 187; Middleburg VA. 20118-5152

Purcellville: Mayor Bill Druhan and Rob Lohr, Town Manager, The Town of Purcellville 130 E. Main St.; P.O. Box 936; Purcellville VA. 22132

Round Hill: Mayor Frank Etro and Kelly Yost, Town Administrator; The Town of Round Hill P.O. Box 36; Round Hill, VA. 20142

March 7, 2013

Mr. Patrick G. Sullivan
Community Development Director
Town of Purcellville
221 S. Nursery Avenue
Purcellville, Virginia 20132

Re: Catoctin Creek Apartments
(1st Submission)
Town of Purcellville Application Numbers RZ 12-01 and CPAM 12-01

Dear Mr. Sullivan:

We have reviewed the above noted land development application which was received by our office on January 17, 2013. We offer the following comments:

1. Please see the attached email dated Tuesday, March 05, 2013 from Mr. Fred R. Hodgson of VDOT's Transportation Planning Section.
2. Please see the attached memorandum dated February 25, 2013 from Mr. Arun Raj of VDOT's Traffic Engineering Section.
3. An *exclusive* right turn lane should be provided into the site entrance
4. Entrance throat length is to be a minimum of 75' for 2-lane of egress. See VDOT *Road Design Manual*, Appendix F, Table 4-2.
5. We recommend the Town pursue a monetary contribution from this applicant to be applied toward area transportation improvements.

If you have any questions, please call me at (703) 259-2948.

Sincerely,

John Bassett, P.E.
Transportation Engineer

Attachments

cc: Imad Salous, P. E.

February 25, 2013

MEMORANDUM

TO: John Bassett

FROM: Arun Raj

CC: Jim Turner

SUBJECT: RUID # 15610, Plan# RZ 12-01/CPAM 12-01, Catoctin Creek Apartments – Loudoun County

We have completed our review of the traffic impact study for the referenced development and offer the following comments.

Accuracy of the Traffic Impact Analysis

The methodologies and assumptions used in the traffic impact analysis seem based upon the results of a scope of work meeting held by VDOT and others involved in the project.

- As per scoping, for future analysis scenarios a peak hour factor of 0.92 was agreed upon but exiting peak hour factor value is used for 2014 PM and 2020 PM peak hour analysis. However, since exiting peak hour factor value used is consistent for 2014 PM without development and 2014 PM with development as well as for 2020 PM without development and 2020 PM with development scenarios, hence, no revisions suggested for the purpose of this study.
- Site trip distribution does not seem based on scoping document. However, site trip distribution used in the report looks reasonable.
- Specific comments;
 - Page 15 (middle section) – “These improved” should be written as these improvements.
 - Page 20 is upside down.
 - Page 30; “each of the intersection and approached” should be written as each of the intersection and approaches.
 - Table 4 and table 7; intersection # 7 NBL available storage should be 85 ft. consistent as shown on other sheets. Also, SBL should be shown as 150 ft.

Additional VDOT Recommendations/Comments

- There is another commercial portion (not proposed to develop now) and access to the commercial portion would be via a separate entrance from this residential portion. It should be noted that existing and future site entrances should meet the access management standards defined in VDOT Access Management.
- Ensure that all turn lane length and taper meet VDOT design standards. If not, design waivers will be required.
- Scoping document attached with this report is not signed by VDOT representative and Local Govt. representative.

In general, based on our comments, we found the Traffic Impact Analysis “**Acceptable**”. Please call if you have any questions.

From: Hodgson, Fred R (VDOT)
Sent: Tuesday, March 05, 2013 11:12 AM
To: Bassett, John NOVA (VDOT), P.E.
Cc: Srikanth, Kanathur N. (VDOT); Trivedi, Rahul, P.E. (VDOT); Singh, Simrat (VDOT)
Subject: Review of Catoctin Creek Apartments - TIA (1st Submission) Town of Purcellville

John: As we indicated in our earlier comments on the Scoping document for this project, Transportation Planning is most concerned with the Hirst Road/ Rte 287 (Berlin Pike) intersection. As we mentioned in our earlier comments, the **Route 7 Bypass & Route 287 Interchange Study** by HNTB (August 2012) stated the need for a new 100' right turn lane on Hirst Road at its intersection with Rte 287 by 2014 and the need to extend that right turn lane by an additional 600' by 2020 as well as building an new 380' right turn lane from Rte 287 to Hirst Road by 2020. While the applicant for this project identifies a new left turn lane on Hirst Road to Rte 287, they indicate it will be by others but that the applicant will provide a monetary contribution towards its construction. As pointed out in Figures 16 & 17, because the amount of traffic generated by the proposed apartments is very small compared to the total traffic projected to be at the Hirst Road/ Rte 287 intersection in 2014, Transportation Planning agrees with the need for a monetary contribution to help defray the costs of improving this intersection.

Thank you for the opportunity to comment on this request.

Randy Hodgson AICP | Regional Transportation Planner |
Virginia Department of Transportation | 4975 Alliance Drive, Fairfax, VA 22030 |
Phone 703-259-2753 | Randy.Hodgson@VDOT.Virginia.gov