

PLANNING COMMISSION

STAFF REPORT

Comprehensive Plan

SUBJECT: CPA #12-01; Comprehensive Plan Amendment

ACTION ITEM: X

PUBLIC HEARING: YES X NO

Memo Date: April 11, 2013

STAFF CONTACTS: Patrick Sullivan, Director, Community Development Department, Dan Galindo, Planner II; Community Development Department; Tucker Keller, Planning Aide, Community Development Department.

Application Information		
Applicant Thomas Johnston SL Nusbaum Realty Company 440 Monticello Avenue Suite 1700 Norfolk, VA 23510	Agent Mark Nelis, PC 196 N 21 st Street Purcellville, VA 20132	Engineer/Land Planning Bowman Consulting Group, LTD 101 South Street SE Leesburg, VA 20175
Owner Branko Stupar, Trustee c/o Maryls Rixey 6401 Little Leigh Ct. Cabin John, MD 20818		

Parcels				
PIN #	Tax Map #	Address	Applications	Acres
452-25-4468	/36/////////19 A	N/A	CPAM #12-01	20.43

Completeness Date January 7, 2013	Location South side of Hirst Road at the corner of Maple Ave. and Hirst Rd.
Zoning Ordinance 1997 LDSCO November 2009	Existing zoning - CM-1 (office / industrial) Proposed Zoning - PDH-15 (residential- 15 units per acre)
Comprehensive Plan December 19, 2009	Planned Land Use – Light Industrial Proposed Land Use – Multi-Family Residential
Abutters	South west – Residential (3 units per acre) South east -- Public

Purpose: This application is a request to amend the Purcellville Comprehensive Plan and divide the 20+ acre parcel located on the corner of Hirst Road and Maple Avenue as further described above into a 13.7 acre Multi-Family Residential land use designation at the western end and a 6.7 acre Mixed Use Commercial land use designation at the eastern end of the parcel.

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Comprehensive Plan Amendment - Staff Report

Background.

The SL Nusbaum Realty Company has applied for a Comprehensive Plan Amendment for a 20+ acre parcel located on Hirst Road in Purcellville, VA (map page 86). The 20 acre parcel is further identified as parcel number 452-25-4468. The application is a request to amend the Plan to designate the land use of the 13.7 acres on the western side of the 20 acre parcel, Multi-family Residential. In addition the request proposes that the remaining 6.7 acre eastern section of the 20 acre parcel be amended to designate the land use as Mixed Use Commercial. The amendment request will be evaluated using the Purcellville Comprehensive Plan (PCP) adopted by the Town December 19, 2006.

The property was originally located in the county and was part of PUGAMP. It was annexed to the Town in 2008. The land use designation in the County at the time of annexation was Light Industrial.

A land use designation of Multi-family Residential will be required to use the property for residential use. A land use designation of Mixed Use Commercial will be required for the 6.7 acre section in order to allow retail uses.

The requested designation of "Multi-family Residential" is a land use in the PCP and allows for mixed density limits from single family to apartment complexes. There is no minimum or maximum density limit called for in the plan. The only guidance is the following wording in the land use section of the plan - *"The overall goal is to have development be compatible in density with the existing built density to maintain community character."*

The property abuts the following land use designations: To the south west, Residential, 3 Units Per Acre; to the south east, Public; to the west, Open Space and Professional Office; to the north, Hirst Road and Route 7 By-Pass.

The applicant is requesting an amendment to the Comprehensive Plan through a Comprehensive Plan Amendment (CPAM).

It should be noted that the burden is on the applicant to show that amending the plan will promote orderly development of the locality and its environs; and the requested changes will best promote the health, safety and general welfare of the community.

Amending the Comprehensive Plan.

In order to properly evaluate a request for a change in land use the applicant needs to provide sufficient data and justification that addresses the reasons for amending the plan. The applicant must show that there is appropriate need in this case for the town to change the land use designation. This CPAM submittal requests two land use changes for two separate areas (map page 86). The applicant has requested a land use designation of Multi-family Residential for the 13.7 acre site and a land use designation of Mixed Use Commercial on the 6.7 acre site. In reviewing a comprehensive plan amendment, consideration should be based on the overall impact of the proposed new land use. The amendment if approved would permanently designate the use to Multi-family Residential even if the site is never developed. Given that scenario, would it be in the best interest of the community to have the 13.7 acre piece of land reserved for future residential use? Please note that any justification based on the apartment proposal should be reviewed as part of the rezoning request. Specific issues relating to compliance with the Comprehensive Plan are properly explored in the rezoning application as the rezoning must be in compliance with the Comprehensive Plan.

ANALYSIS

The Comprehensive Plan was adopted in 2006. At the time of adoption the plan delineated numerous land uses throughout the corporate limits of the town. "The purpose of the plan is to provide guidance for the coordinated and harmonious development ... in accordance with present and future needs and resources that will best promote the health, safety, morals, order, convenience, prosperity and general welfare of the community. ...The development policies and strategies set forth in this Plan provide a framework for managing growth while sustaining the small town character and sense of place unique to Purcellville." (PCP page 1)

The request to designate the land use of the 13.7 acre site to Multi-family Residential and to change the 6.7 acre site to Mixed Use Commercial should be evaluated by considering the long term impacts and how they relate to the adopted plan. This can be evaluated by reviewing the existing goals of the Plan and determining if the requested designation follows the intent of those goals.

Tax Revenue. A major goal of the PCP is to achieve a real estate tax revenue ratio of at least 30 percent commercial and no more than 70 percent residential.

1. This goal appears as a fiscal policy goal (PCP page 22) and a housing policy goal (PCP page 28).
2. The Town's latest estimates show the revenue split to be 23% commercial and 77 % residential.
3. The Town has not reached this goal.

Commercial/industrial Space. The Plan also expresses concern about the lack of commercial and industrial space and ultimately its impact on the ability to achieve the 30%/70% revenue split.

An overriding goal is to ensure the adequate availability of commercial and industrial land. These goals appear throughout the Comprehensive Plan.

1. Starting with Housing Policies the Plan's goal is to "**...increase the amount of commercial and light industrial development in Purcellville...**".
2. The 2005 Existing Conditions section noted that "**...land for commercial and industrial development is limited, every effort must be made to ensure that land is utilized in a manner that will maximize its contribution to the Town's tax base...**"
3. In the Economic Development section of the plan the goal is to "**Ensure the adequate availability of industrially-zoned land for light industry and major employers**".
4. The Future Land Use portion of the Plan sets a goal of achieving "**... a better balance between residential and commercial and industrial development...**" and "**increase opportunities for commercial and industrial growth...**".
5. The Land Use section notes that "**There is limited space designated for professional office or similar types of uses in Purcellville. Consequently, many offices are developed in the town's retail or industrial areas. A new land use category is recommended for professional office in the vicinity of Hirst Road between Maple and Hatcher Avenues**".

Schools. Designating the land use as residential creates an implied impact on the school system. The Loudoun County School District has estimated that a single student can generate \$37,879 in capital expenditures and \$11,595 in annual operational costs (see page 94 of this staff report). If the parcel stays commercial / industrial, there will be no quantifiable impact on the school system.

Housing. There are two potentially competing goals in the Plan: 1) there is the goal to ensure housing stock of sufficient size, diversity and quality for all residents to have a safe and sound place to live; and 2) there is the goal to provide a better balance between residential and commercial and industrial development and increase opportunities for commercial and industrial growth. The applicant has not provided sufficient information that would substantiate the need for additional housing and outweigh the Plan's goals to provide adequate commercial and industrial lands. There is evidence that the Town has not reached the 30/70% revenue mix (see attachment 11). There is no evidence to indicate that the existing housing stock is not adequate to meet the goals of the Plan. The applicant in its Statement of Justification (SOJ) refers to a George Mason University study which suggests a need for additional multi-family housing in the County (see attachment 7). The applicant does not backup that suggestion with credible data for the Town of Purcellville's need for increased housing within its borders. In addition, there is conflicting information, the County in its most recent forecasts, projects that the supply of multi-family housing units within the County, both existing and planned, will meet demand through 2037 (see attachment 1). Based on available information, it appears that the commercial / industrial goal of providing adequate commercial / industrial lands, outweighs the need for more residential housing be it market rate or affordable.

Staff Recommendations. The request for a plan amendment to designate the 13.7 acre section of the 20 acre site multi-residential does not conform to the overall goals of the Plan. The Plan makes it clear that the availability and preservation of commercial and industrial land is a major goal. Additional housing will place a financial burden on the school system and potentially hinder the goal of providing quality education. Changing to a land use that provides for more housing rather than commercial / industrial uses does not advance the Town's housing goal of achieving the 30/70% revenue mix. Changing a 13 acre site to residential is not consistent with plan goals. Staff's recommendation is to deny the request to change the land use designation to multi-family residential until such time as the applicant is able to show that the present configuration of the Comprehensive Plan and its land use designations are not adequate to meet the present and future needs of the community.

The request to designate the 6.7 acre site Mixed Use Commercial is more in keeping with the overall goals of the Plan. The requested designation would allow for commercial, retail, office uses, recreation and service activities. This section of Town with its accessibility and visibility lends itself more to commercial/retail/office land use. Staff's recommendation is to approve the request to designate the 6.7 acre site as Mixed Use Commercial.

PLANNING COMMISSION

STAFF REPORT

Rezoning Plan

SUBJECT: RZ # 12-01 Rezoning

ACTION ITEM: X

PUBLIC HEARING: YES X NO

Memo Date: April 11, 2013

STAFF CONTACTS: Patrick Sullivan, Director, Community Development Department, Dan Galindo, Planner II; Community Development Department of Planning; Tucker Keller, Planning Aide, Community Development Department.

Application Information		
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Comprehensive Plan December 19, 2009	Planned Land Use – Light Industrial Proposed Land Use – Multi-Family Residential
Abutters	South west – Residential (3 units per acre) South east -- Public

Purpose: This application is a request to change the zoning of the 13.7 acre portion of the 20 acre site from CM-1 to PDH-15 and to provide for the construction of a 176 unit affordable apartment project.

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Rezoning Request – Staff Report

Background.

The applicant, SL Nusbaum Realty Company has applied for a rezoning for the 13.7 acre site on the western side of the property. The applicant is not requesting a rezoning for the 6.7 acre site on the east side. The site is presently zoned CM-1 which is an office/industrial designation. While in the county the site was zoned PD-GI which automatically goes to a CM-1 designation following annexation into the Town. Justification is found in the Purcellville Zoning Ordinance Article 3. Section 6.

The applicant is requesting a change from CM-1 to PDH-15. The PDH designation refers to a Planned Development Housing district. The numeric indicator of 15 refers to the allowable density of 15 dwelling units per acre. There are a variety of general standards and design standards outlined below that must be met before approval can be granted.

Rezoning review.

“...rezoning to and development under this district (PDH) will be permitted only in accordance with a development plan prepared and approved in accordance with the provisions of Article 11.” (PZO Article 4 Section 12.1)

Provided below is an outline of the standards found in Article 11 that should be reviewed along with staff comments. The general standards and the design standards can be found in the Purcellville Zoning Ordinance (PZO) Article 11 Section 7. In addition, Article 4 Section 12 provides additional standards for the PDH-15 district.

In order to properly evaluate a request for a change to the zoning, the applicant needs to provide sufficient data and justification that addresses the different standards. The applicant must show that there is appropriate need for the town to change the zoning designation.

General standards and Staff Comments

No application shall be approved for a planned development under the provisions of the Purcellville Zoning Ordinance unless the planned development satisfies the following general standards:

- 1. “The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character and intensity of use and public facilities. Residential planned developments shall not exceed the density permitted by the adopted comprehensive plan, except as expressly permitted under applicable density bonus provisions.” (PZO Article 11 Section 7.1)*

The proposal does not meet the standard because it does not substantially conform to the Plan for the following reasons:

A. Financial Planning for the Future. Chapter II Purcellville Today and Tomorrow pg. 18. (CP)

Over the next 10-20 years, Purcellville will face costs for capital improvements and other enhancements designed to benefit the community. The challenge will be how to pay for those costs. One method is outlined in the fiscal policy goal which *“provides direction to better balance the Town’s tax base by working toward 30 percent of the value of the Town’s real property tax base from commercial property and 70 percent from residential property”*.

1. While the application does not help advance the 30/70 percent goal, the applicant has provided information that indicates the completed apartment project will produce more residential real estate taxes than an equivalent commercial or industrial build-out of the 13 acres (Applicants Statement page 76).
2. The applicant has set the projected value at \$159,090 per unit. The applicant does not state whether the value is the potential assessed value or the investment value. A cursory review of apartment complexes in the Leesburg and Ashburn area provided assessed values of \$96,000 to \$109,000 per unit. Staff recommends that the applicant provide comparable assessed unit values to better analyze the potential assessed value determination of the project upon completion.

A major source of Town revenue is realized from sewer and water availability fees and usage fees.

1. The apartment complex will generate significant utility fees which have yet to be determined.
2. A comparable town house development of 60 units on 10 acres would produce approximately \$2.9 million in availability fees. The estimated fees for the apartment project based on similar meter sizes at other apartment projects in the town would be \$2 million. It is recommended that the applicant commit to a meter size for each building.

Staff determination: The proposal does not help advance the 30/70% commercial/residential valuation goal. The proposal is not in conformance with this section of the plan. More information is needed regarding availability fees and area real estate assessment comparables.

B. Housing Chapter III 2025 Housing Policies. CP Pg. 28.

The housing policy section of the Plan calls for *“balance between residential and commercial development; diversity of choice including senior housing; encourages community preservation, sustainable development and managed growth; that it be consistent with the Town’s existing small town community character, have innovation in design; preserves open space; and increases the amount of commercial and light industrial development in Purcellville”*.

1. The housing chapter calls for balance and once again mentions the importance of a 70% residential 30% commercial pattern of development.
 - a. The applicant needs to elaborate on how the change of land use from commercial to residential is justified based on the goal of a 30/70% land use split.
2. The proposed project does provide a diversity of apartment sizes and preserves a section of open space. It does not provide a diversity of market rate and affordable housing units.
 - a. The open space preservation will cover approximately 4 acres of the site.
 - b. There has been no mention of the preservation of existing trees on the remaining portion of the site.
3. The applicant notes that there is a need for affordable housing in the County as indicated by a George Mason University regional study (2011) and this project would provide additional affordable housing.
 - a. However, the applicant does not provide any statistics regarding the need for affordable housing in the corporate limits of the Town of Purcellville.
 - b. Comments from Loudoun County point out that recent affordable housing forecasts contradict the assertion made by the applicant. The most recent County forecasts contend 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” (Memorandum dated March 5, 2013, page 30).

Further information is needed to determine if the project is in compliance with the housing section of the Plan. Due to the limited availability of commercial lots in the town, it is incumbent on the applicant to show that their proposal will help the Town achieve the 30/70% commercial/residential goal and that utilizing the land as residential will not inhibit the ability to achieve that 30/70% split. The applicant needs to provide better statistics on the need for affordable housing specifically in the corporate limits of the Town and how that will impact other developments in the County. In addition, justification for 176 affordable units needs to be provided.

Staff determination: The proposal does not meet the 30/70% commercial/residential valuation goal. The proposal is presently not in conformance with the plan. Additional information as noted above is required.

C. Parks, Recreation and Open Space. CP Pg 36.

This section of the Plan strives to *“enhance the quality of life for the community by providing integrated park, recreational and environmental conservation efforts to meet the Town and regions physical, social, educational, cultural and aesthetic needs and provide for recreation programs and adequate recreation facilities. In addition, it envisions the conservation of open space, tree preservation and the protection of sensitive resources”*.

1. The applicant is making every effort to preserve the forested area closest to Catocin Creek and abutting the Old Dominion Valley residential neighborhood which meets the standard of conserving open space. Four out of thirteen acres will remain untouched providing a significant area of preserved open space.
2. The plan calls for the preservation of trees in new development. While the existing trees on the 4 acres of open space are being preserved there has been no mention of preserving trees on the remainder of the site. The applicant should provide justification for removing any old growth trees from the site. A tree inventory is required.
3. The swimming pool and activity center are positive additions to the site and help enhance the quality of life.
 - a. Specific children’s play spaces available throughout the complex would be an appropriate addition.

Staff determination: The proposal is not in conformance with this section of the plan. A tree inventory is required.

D. Economic Development. CP Pg. 58.

The Plan envisions the *“importance of economic development to the health, well-being and quality of life for Purcellville’s residents. It desires to advance economic development strategies where there is value for taxes paid and commercial and industrial development is stimulated. To facilitate the recruitment and expansion of businesses and ensure the adequate availability of industrially zoned land for light industry and major employers. Encourage businesses to conserve natural resources, protect environmental health and maintain the aesthetic quality of Purcellville”*.

1. There is evidence that the availability of additional apartment units would provide for job and business growth in the town. There is and will be significant growth in commercial uses in the town. The availability of apartment housing for the potential commercial uses helps with recruitment and retention.

2. The use for this site as an apartment complex does not help ensure the adequate availability of industrially zoned land. It is taking industrially zoned land out of inventory and placing it in residential inventory.
3. Will the apartment project help maintain the aesthetic quality of Purcellville. While the applicant has submitted a variety of building elevations there is no exhibit that provides for evaluation of the project's overall offsite visual impact.
 - a. A view shed analysis should be provided to allow for an offsite review of the building impacts given the varied terrain and prominent location in relation to Route 7 Bypass and Hirst Road.

Staff determination: The proposal does not meet the plan goal of ensuring adequate commercial /industrial land. The proposal is presently not in conformance with the plan. Additional information as noted above is required.

E. Public Services. CP Pg. 75.

The Public Services section covers a wide spectrum of community services. The goals are to provide *"for quality educational programs and facilities. Provide a safe environment by providing responsive police, fire and rescue facilities to serve residents and ensure that quality health care facilities are available"*.

1. With 176 units there is a potential for an additional 540 residents in the community. This is based on the 2010 Census figures of 3.07 persons per household in Purcellville. The applicant estimates that there will be approximately 310 residents based on numbers gathered from similar projects.
 - a. Additional residents will impact police, fire and rescue, and other public service providers. Appropriate proffers could address this impact.
 - b. The applicant has not provided any information regarding the impacts on public services and how the project as presented will mitigate those impacts.
2. Based on the Loudoun School District statistics there is potential for an additional 43 school age children. The capital impact for this many students is projected to be \$1,628,836 plus annual operating costs of \$498,585.

Staff determination: The proposal does not provide justification for increasing school fiscal impacts. Not enough information from the applicant regarding mitigation of these fiscal impacts.

F. Public Utilities Policies. CP Pg. 85.

The Plan *"encourages conservation of water and natural resources. It will provide and operate a coordinated system of public water and sewer utilities that will enhance the quality of life for*

residents and businesses in Purcellville. Upgrade and maintain water, sewer and storm drainage facilities and systems to promote the public health welfare and safety”.

1. The proposed apartment complex will conserve water by utilizing the appropriate conservation fixtures throughout the units.

Purcellville Public Works analysis and comments:

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.

Staff determination: Pending resolution of the above items the proposal is in conformance with this section of the Plan.

G. Transportation. CP Pg. 93.

The Plan calls for “*alternative forms of transportation and strives to create a community that is accessible for pedestrians and bicycles. It encourages a connected, efficient street network that efficiently and effectively manages traffic flow; quality pedestrian and bicycle facilities; and safe, attractive and inviting streets*”.

1. The existing conditions analysis shows that the intersections identified for improvements (Hirst/Berlin Turnpike, Hirst/Maple, and Hirst/Hatcher) currently have levels of service worse than D. The Purcellville Transportation Plan calls for a Level of Service C. Therefore, improvements are needed now. The apartment project will add more traffic volumes to the intersections and would intensify the problems. **Applicant has proffered \$1,000,000 for traffic congestion mitigation. In order to determine if the one million is sufficient the applicant will have to provide an analysis of the impact of the \$1 million proffer on all the intersections that do not conform to the Transportation Plan’s LOS C. The applicant should show that the traffic impacts will be able to meet LOS C with the expenditure of the \$1 million.**
2. The traffic capacity analysis shows that one entrance will operate sufficiently (level of service C or better). Therefore from a traffic standpoint, one is sufficient. Other entrances may be necessary for emergency access based on Town code. **Provide an entrance at the west end for Fire and Rescue access.**
3. The study analysis shows that the anticipated stacking at the driveway for exiting traffic is 15 feet in the AM peak hour and 10 feet in the PM peak hour (approximately one vehicle). Also the study analysis assumed one, shared left/right lane where the site plan shows separate left and right turn lanes. As a result, the stacking should be less than what the study shows.
4. It is recommended that the entrance design be revised to remove or increase the taper length and remove several or all of the parking spaces close to the Hirst Road intersection. **Revise the entrance design.**
5. There could be bus service in the future on Hirst so identifying a future bus stop location on the site plan would be helpful. **Add a future bus stop area.**
6. With the proposed commercial expansion and other traffic forecasted between 2014 and 2020 (regional growth, Catoctin Corner, Purcellville Gateway, Loudoun Valley Shopping Center, and Patrick Henry College Expansion), the Hirst/Maple intersection is anticipated to have additional capacity issues. The study shows the northbound left turn will operate beyond its capacity due to the cross traffic on Hirst Road. The Townwide Transportation Plan identifies this intersection as a location for a future roundabout. Further analysis would need to be performed to determine the appropriateness of a multi-way stop or a traffic signal. **Applicant has proffered \$1,000,000 for traffic congestion mitigation.**

7. A higher percentage of site traffic should be routed to the east. The applicant increased the percentage from to/from the east along Route 7 from 20 percent to 30 percent. The town's traffic consultant would support a distribution higher than 30 percent to the east.
8. The Townwide Transportation Plan identifies the Hirst Road / Hatcher Road intersection as signalized in the future with additional turn lanes. The identified improvements in the study (adding a new westbound left turn lane) are consistent with the Town's plan. One item to note is the westbound through/right lane is anticipated to operate at level of service F under 2020 conditions and therefore a right-turn lane may help improve the traffic operations. **Applicant has proffered \$1,000,000 for traffic congestion mitigation.**
9. Another item the consultant noticed during review was the Hirst Road turn lane tapers. The tapers appear to be short, especially downstream in the eastbound direction. They recommend that the applicant provide more information on the proposed Hirst Road geometry. **Provide more information on the geometry.**

Staff determination: The proposal does not meet the standard of providing adequate pedestrian and vehicular movement within the site. Additional information as noted above is required to determine compliance. Further analysis of the impact of the \$1,000,000 proffer should be provided. The analysis should include estimated costs of providing needed upgrades to maintain a level of service C.

H. Environmental Policies. CP Pg. 103

The Comprehensive Plan goal is to *"improve, maintain and protect the natural environment of the Town; to protect scenic and sensitive areas; and protect important natural features such as wetlands, floodplains and forested areas. Preserve the dark sky environmental qualities of Purcellville at night"*.

1. The apartment proposal will preserve 4 acres of the site as a natural forested area. It will also protect the floodplain by maintaining the required buffer along the floodplain boundary.
2. It would be appropriate to maintain a landscaped buffer between the road and the buildings. The buildings will set up high on the site and be visible from the by-pass. Preserving the tree line along Hirst Road would help protect the scenic views from the by-pass.
3. The application does not address dark sky compliance.

Public Works Comments:

1. 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. 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.
2. What is the depth of the proposed pump station? Is the bottom elevation higher than the 100 year floodplain elevation?
3. The proposed pump station will need to be designed to meet all requirements as outlined in the Town of Purcellville FSM and referenced documents.
4. 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?
5. 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.
6. 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.
7. The downstream facilities must be examined to determine if there is adequate capacity and if improvements to the downstream facilities are required.
8. 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.
9. What is the base flood elevation of Catoctin Creek at this location relative to the proposed finished floor elevations?
10. Plans need to be signed/sealed/dated by a professional engineer registered in the Commonwealth of Virginia.
11. Statement should have a preparation date noted, with revision dates as needed.

Staff determination: In order to be in compliance with this section the application will have to address dark sky compliance and buffering along Hirst Road. Public Works comments will have to be addressed prior to approval of the site plan.

I. Land Use Polices. CP Pg. 111

The overall policy for land use *"recommends harmonious, compatible and orderly development; a diversity of land uses that supports residential as well as commercial needs"*.

The Future Land Use portion of the Plan sets a goal of achieving “... a better balance between residential and commercial and industrial development...” and “increase opportunities for commercial and industrial growth...”.

In addition the Land Use section notes that “There is limited space designated for professional office or similar types of uses in Purcellville. Consequently, many offices are developed in the town’s retail or industrial areas.

1. This section of the Plan is concerned about the loss of commercial / industrial lands and seeks to increase opportunities for commercial / industrial growth.
2. Does the change from industrial to residential further the land use goals? Is the result a harmonious, compatible and orderly development and will it provide for and enhance the office/industrial needs of the community in the future?

Staff determination: The proposal is presently not in compliance with the Plan. Provide recommendations for mitigating the loss of industrial land and provide reasoning for switching to residential.

Staff Conclusion. The applicant should submit more detailed information that can better respond to addressing the individual goals and objectives of the comprehensive plan.

As presented staff does not believe that the proposal is in compliance with the Plan. It is staff’s opinion that the proposed project is too dense for the site. The number of units should be downsized to provide for more green space, better pedestrian and vehicular connectivity, more tenant amenities; less parking area, less impact on the environment, better access to the buildings for fire and rescue purposes, less impact on the transportation network, less impact on the school system, and less offsite visual impact of the site. The project should provide for more diversity through a mixture of market rate and affordable units.

2. “The planned development shall be of such design that it will result in a development achieving the stated purpose of the planned development district more than would development under a conventional zoning district.” (PZO Article 11 Section 7.1)

The purpose of the PDH district is to “encourage innovative and creative design and to ensure efficient use of open space to promote high standards in the layout, design and construction of residential development, resulting in balanced developments of mixed use housing and affordable housing”.

In this proposal the 176 units will maximize density with seven buildings and attendant parking lots. This will result in pedestrian and vehicular traffic being compromised because of the intensity of the

development. The intense use of the site results in seas of asphalt and roofs and does not encourage innovation and creative design.

Utilizing a conventional zoning district would reduce density and intensity thus providing a more ecologically, pedestrian and vehicular friendly design for the site.

The proposal does not meet the standard at this time for the following reasons:

- a) Any number of conventional zoning districts could be used to develop the property. The only benefit to using the PDH is an increase in density that allows the development to reach 176 units in 7 buildings. A less dense project could provide a more innovative and creative design that would produce a better product than what would be available in a conventional district.
- b) The buildings are repetitive in design. The internal area of the site is dominated by buildings and parking lots. It is not in keeping with the small town character of Purcellville.

3. *“The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.”* (PZO Article 11 Section 7.1)

The proposed development protects and preserves the scenic assets and features of 4 acres on the south western portion of the 13.7 acre site. There is no mention of protecting and preserving the scenic assets and features on the remainder of the site. The water channel that goes through the center of the site has the potential for being degraded by its close proximity to the proposed building sites. Additional information on the protection of this scenic asset or feature would be helpful in determining the impact the buildings will have on this area.

The proposal does not meet the standard at this time for the following reasons:

- a) a tree inventory of old growth trees for the entire site is required and has not been submitted.
- b) a recommendation on how to keep the water channel in the center of the site clear of garbage and debris is needed.
- c) a statement on how to ensure, protect and preserve future scenic asset management for the entire site is needed.

4. *“The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.”* (PZO Article 11 Section 7.1)

Staff Comments: None.

5. *“The planned development shall be located in an area in which transportation, police and fire protection, other public facilities and public utilities including sewerage, are or will be available and*

adequate for the uses proposed, provided, however, that the applicant may make provision for such facilities or utilities which are not presently available.” (PZO Article 11 Section 7.1)

- a) The location of the closest hookups for water and sewer will require the acquisition of easements by the applicant to have the utilities cross private property. A letter of intent to provide the easement will be required.
- b) All public transportation improvements will have to be completed prior to any certificate of occupancy being granted.
- c) A future bus stop to be constructed by the developer should be included as part of the transportation network.
- d) To maintain adequate fire and rescue protection another entrance at the western end of the site should be planned for.
- e) Adequate access to all buildings for fire protection must be detailed on the concept plan. Buildings 4 and 6 present access issues along the center water channel.
- f) An exclusive right turn lane should be provided into the site entrance (VDOT 3-7-2012 [page 39]).

The proposal does not meet the standard at this time for the following reasons:

- a) The proposal does not provide adequate access for fire and rescue protection to all buildings.
- b) A more detailed multi-modal transportation plan which includes walking, biking, mass transit, vehicular circulation and inter-property connections is needed to determine compliance with this standard.
- c) A proffer statement in writing has not been provided for initial review.
- d) An exclusive right turn lane into the project.

Design standards.

“Whereas it is the intent to allow flexibility in the design of all planned developments, it is deemed necessary to establish standards by which to evaluate good design. To satisfy this necessity, the following design standards are set forth for general application in all planned developments:

1. In order to complement development on adjacent properties, at all peripheral lot lines the bulk regulations and landscaping and screening provisions shall generally conform to the provisions of [article 7](#) of this zoning ordinance.” (PZO Article 11 Section 7.2)

The proposal generally meets this standard. **Additional landscaping along Hirst Road and in the interior parking areas will be required for final landscape plan.** Final landscape design to accompany site plan application.

2. "Other than those regulations specifically set forth in [article 4](#) of the zoning ordinance for a particular P district, the open space, off-street parking, loading, sign and all other similar regulations set forth in this ordinance shall have general application in all planned districts." (PZO Article 11 Section 7.2)

There appears to be inadequate loading space by the clubhouse and pool. **Provide a detail of any loading spaces on the site.**

3. "Street and driveways shall be designed to generally conform to the provisions set forth in this ordinance and all other town ordinances, the facilities standards manual and other regulations controlling same, and where applicable, street systems shall be designed to afford convenient access to existing and planned transportation facilities." (PZO Article 11 Section 7.2)

- a. The existing conditions analysis shows that the intersections identified for improvements (Hirst/Berlin Turnpike, Hirst/Maple, and Hirst/Hatcher) currently have levels of service worse than D. Therefore, improvements are needed now. The apartment project will add more traffic volumes to the intersections and would accelerate the problems. **Applicant has proffered \$1,000,000 for traffic congestion mitigation.**
- b. The traffic capacity analysis shows that one entrance will operate sufficiently (level of service C or better). Therefore from a traffic standpoint, one is sufficient. Other entrances may be necessary for emergency access based on Town code. There is insufficient detail regarding adequate access and circulation of emergency vehicles throughout the property. **Provide an entrance at the west end. Provide information to demonstrate that access to the proposed structures (all sides) would not be compromised.**
- c. The study analysis shows that the anticipated stacking at the driveway for exiting traffic is 15 feet in the AM peak hour and 10 feet in the PM peak hour (approximately one vehicle). Also the study analysis assumed one, shared left/right lane where the site plan shows separate left and right turn lanes. As a result, the stacking should be less than what the study shows.
- d. It is recommended that the entrance design be revised to remove or increase the taper length and remove several or all of the parking spaces close to the Hirst Road intersection. **Revise the entrance design.**
- e. With the proposed commercial expansion and other traffic forecasted between 2014 and 2020 (regional growth, Catoctin Corner, Purcellville Gateway, Loudoun Valley Shopping Center, and Patrick Henry College Expansion), the Hirst/Maple intersection is anticipated to have additional capacity issues. The study shows the northbound left turn will operate beyond its capacity due to the cross traffic on Hirst Road. The Townwide Transportation Plan identifies this intersection as a location for a future roundabout. Further analysis would need to be performed to determine the appropriateness of a multi-way stop or a traffic signal. **Applicant has proffered \$1,000,000 for traffic congestion mitigation.**

- f. A higher percentage of site traffic should be routed to the east. The applicant increased the percentage from to/from the east along Route 7 from 20 percent to 30 percent. The town's traffic consultant would support a distribution higher than 30 percent to the east.
- g. The Townwide Transportation Plan identifies this intersection as signalized in the future with additional turn lanes. The identified improvements in the study (adding a new westbound left turn lane) are consistent with the Town's plan. One item to note is the westbound through/right lane is anticipated to operate at level of service F under 2020 conditions and therefore a right-turn lane may help improve the traffic operations. **Provide a recommendation regarding the right-turn lane.**
- h. Another item the consultant noticed during review was the Hirst Road turn lane tapers. The tapers appear to be short, especially downstream in the eastbound direction. They recommend that the applicant provide more information on the proposed Hirst Road geometry. **Provide more information on the geometry.**

Without the above changes the proposal does not meet the standard for this section.

4. *“Within planned developments, particular emphasis shall be placed on the provision of recreational amenities and a comprehensive system of pedestrian, bicycle and/or bridle paths which shall be carefully coordinated with the provision of open spaces, public facilities, vehicular access routes and planned transportation facilities.”* (PZO Article 11 Section 7.2)

Additional recreational amenities should be provided at the west end of the site so that residents don't have to travel the full width of the site for picnic and child play options. A future bus stop should be coordinated with Virginia Regional Transit.

The proposal does not meet the standard for this section for the following reasons:

- 1. Most of the buildable area of the site is car centric with parking lots dominating the landscape of the community. The site is not designed with the pedestrian in mind. The swimming pool area requires tenants to cross the main entrance driveway. **Provide clear and easy means for pedestrian circulation.**
- 2. The proposed intensity of use impedes adequate pedestrian and vehicular movement within the site.
- 3. A continuous trail encircling the property would be desirable.

Staff Recommendations. The applicant should submit more detailed information that can better respond to addressing the individual goals and objectives of the comprehensive plan.

As presented, staff does not believe that the proposal is in compliance with the plan. It is staff's opinion that the proposed project is too dense for the site. The number of units should be reduced to provide for more green space, better pedestrian and vehicular connectivity, more tenant amenities; less parking

area, less impact on the environment, better access to the buildings for fire and rescue purposes, less impact on the transportation network, less impact on the school system, and less offsite visual impact.

The project should provide more dwelling unit diversity by adding a mixture of market rate and affordable units.

Attachments		
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1	Loudoun County Department of Planning Comments	29
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4	Kimley-Horn traffic analysis comments	47
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ATTACHMENTS

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 *RQ*
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 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.

ATTACHMENT 1

FY 09 Adopted Capital Facility Standards

ATTACHMENT 2

Public Safety	Capital Facility	Building sf	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	1500-gpm Engine	n/a	n/a	1:10,000 population
Fire & Rescue	1500-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	

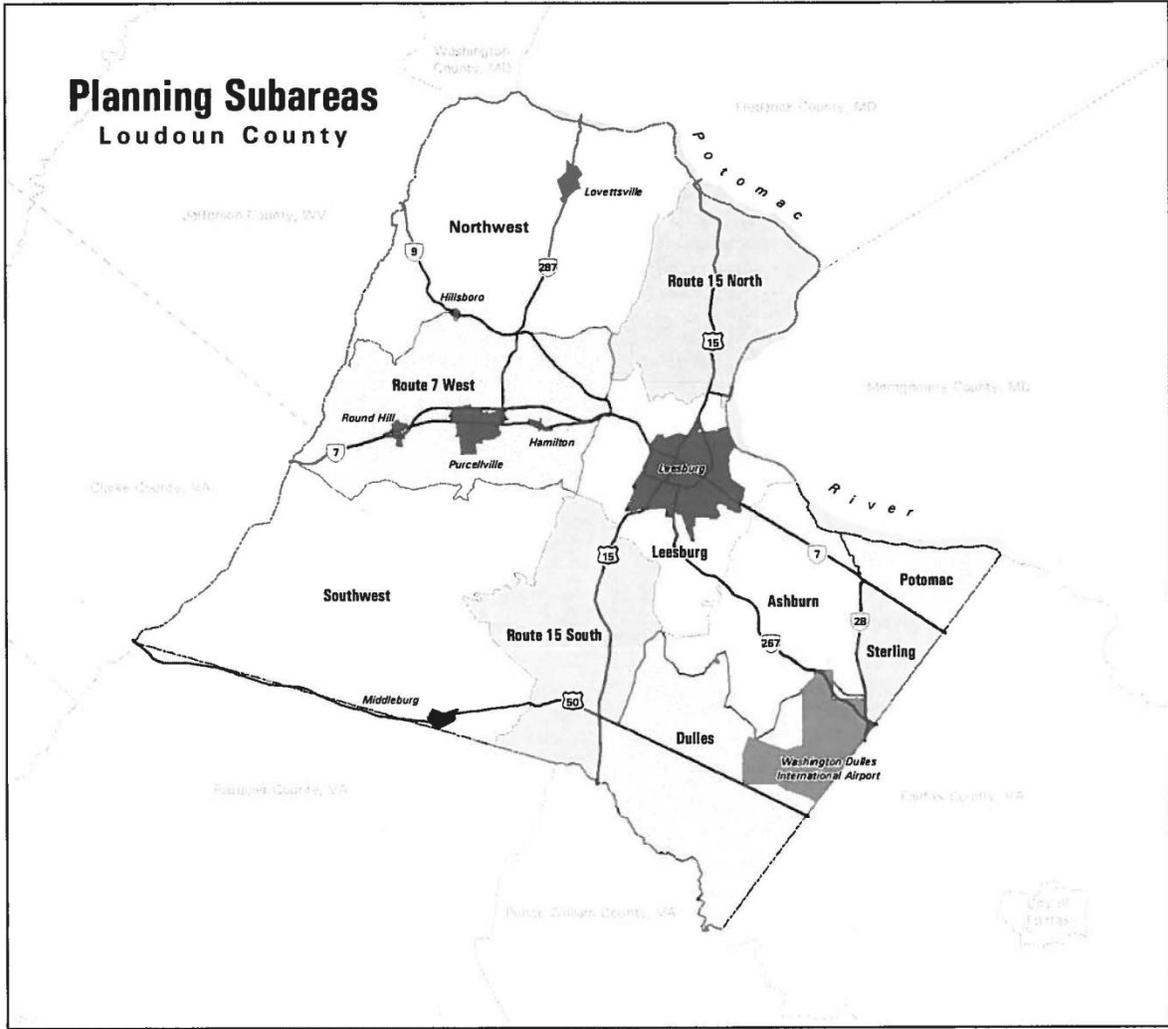
Parks, Recreation & Culture	Capital Facility	Building sf	Acres	Standard
Library Services	Library	30,000	7	0.6 square feet per capita
PRCS	Recreation Center	75,000	15	1:75,000 population
PRCS	Regional Park w/19 fields	n/a	200	1:75,000 population
PRCS	District Park w/9 fields	n/a	75	1:25,000 population
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 sf	Acres	Standard
Health Department	Health Clinic	13,000	5	0.5 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/3,665 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*0.0395/586
Family Services	Youth Shelter	8,000	2	#shelters=x*0.0118/144
Family Services	Transitional Homeless Shelter	9,000	2	#shelters=x*5%*3.24*19%/45
Family Services	Emergency Homeless Shelter	9,000	2	#shelters=x*5%*3.24*68%/190
Family Services	Juvenile Assessment Center	4,000	2	1:Countywide
Family Services	Transitional Independ. Living Res.	8,000	2	1:250,000 population

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

General Government	Capital-Facility	Building of	Acres	Standards
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	75	





Loudoun County, Virginia

www.loudoun.gov

County Administration

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-5700

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

C:\my documents\resolutions\2005 resolutions\02-15-05 bos resolution -I-capital intensity factor

ATTACHMENT 2



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.

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

Sincerely,



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



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

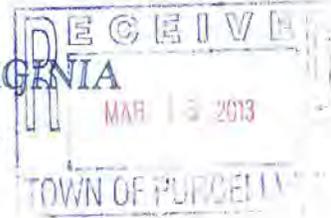
Teamwork * Integrity * Professionalism * Service



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030



GREGORY A. WHIRLEY
COMMISSIONER

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.

VirginiaDot.org
WE KEEP VIRGINIA MOVING

Bassett, John NOVA (VDOT), P.E.

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 a 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 VDOT | Research Transportation Planning |
Virginia Department of Transportation | 400 E. Broad Street | Room 1117 | Richmond, VA 23219 |
Phone: (804) 696-3333 | Randy.Hodgson@VDOT.Virginia.gov

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.

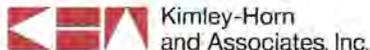
Additional VDOT Recommendations/Comments

- 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.

Page 1 of 2

- 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.



Kimley-Horn
and Associates, Inc.

■
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.

■
TEL 703 674 1300
FAX 703 674 1350

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

K:\NVA_TPTO\110280023 - General Services\Catoctin Creek TIA Review\2013-02-06-Catoctin Creek_TIA Review memo.doc

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.

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I have the following questions regarding traffic issues with Catoctin Creek Apartments:

1. As best I can tell the traffic study is saying that the roads are going to need improvements whether the apartments are built or not. As a result, the improvements needed without the apartments will be sufficient to fix the existing/future problems and would also be sufficient to cover any impacts from the apartment project. Therefore, the apartment project does not in and of itself warrant any traffic improvements. Am I correct; do you agree?

Yes, with the exception of improvements needed for the site driveway.

2. Will the apartment project accelerate the problems at the various intersections?

The existing conditions analysis shows that the intersections identified for improvements (Hirst/Berlin Turnpike, Hirst/Maple, and Hirst/Hatcher) currently have levels of service worse than D. Therefore, improvements are needed now. The apartment project will add more traffic volumes to the intersections and would accelerate the problems.

3. Are you advising that one entrance into the site is sufficient?

The traffic capacity analysis shows that one entrance will operate sufficiently (level of service C or better). Therefore from a traffic standpoint, yes one is sufficient. Other entrances may be necessary for emergency access based on Town code.

4. Is the main entrance within the complex safe? There is little to no stacking space on the interior driveway and in addition everyone living in the complex has to cross that entrance to get to the pool and clubhouse. This seems to me to be an issue. What is KH's advice?

The study analysis shows that the anticipated stacking at the driveway for exiting traffic is 15 feet in the AM peak hour and 10 feet in the PM peak hour (approximately one vehicle). Also the study analysis assumed one, shared left/right lane where the site plan shows separate left and right turn lanes. As a result, the stacking should be less than what the study shows.

Also, it should be noted that the proposed trail crossing across the driveway is too far back from the intersection. The crossing should be located at the intersection, where drivers expect to see pedestrians/bicyclists. This will also provide more vehicle stacking distance because the stop line is required to be located behind the crosswalk or pedestrian crossing.

We recommend that you request the applicant to revise the entrance design to remove or increase the taper length and remove several or all of the parking spaces close to the Hirst Road intersection. Perhaps the clubhouse/pool could be relocated in the interior of the property to allow more residents to walk there instead of driving.

If relocating the building is not possible, then there should be sidewalks and curb ramps provided, and potentially a crosswalk near the clubhouse across the driveway. The site plan does not show much

detail related to pedestrian amenities or paths and it may help for the Town to request further information.

5. Would you advise a bus stop on Hirst?

We're not aware of any current or planned bus service along Hirst Road. However, there could be service in the future so identifying a future bus stop location on the site plan is a good idea.

6. The pedestrian ways within the site seem to conflict with the vehicle travel ways and the parking. What is KH's advice?

The site plan does not show much detail related to pedestrian amenities or paths and it may help for the Town to request further information.

7. The intersection at Hirst and Maple is quite large and has only one stop sign coming off Maple onto Hirst. It would seem to me that the addition of the apartments and the proposed commercial expansion at the corner would put a dangerous strain on that intersection without some sort of traffic calming intervention; such as a 3-Way stop, roundabout, traffic light etc. Are you advising that a potential additional turn lane is all that is needed?

With the proposed commercial expansion and other traffic forecasted between 2014 and 2020 (regional growth, Catocin Corner, Purcellville Gateway, Loudoun Valley Shopping Center, and Patrick Henry College Expansion), the Hirst/Maple intersection is anticipated to have additional capacity issues. The study shows the northbound left turn will operate beyond its capacity due to the cross traffic on Hirst Road. The Townwide Transportation Plan identifies this intersection as a location for a future roundabout. Further analysis would need to be performed to determine the appropriateness of a multi-way stop or a traffic signal. We recommend that the Town requests that the applicant review those alternatives and make a recommendation.

8. I noticed that Bowman made some assumptions that X amount of traffic will go right and left out of the project and then X amount will go down Maple and Hatcher etc. Not sure where they got their data. I would assume that they use industry standards. My assumption would be that a significantly higher amount of traffic will turn east when it leaves the project. We don't have that many jobs available in town to siphon off a significant amount of traffic from going through the Hirst/ Berlin Tpk intersection. Does KH have any comments on this?

We commented on this during the study scoping process and also suggested that a higher percentage of site traffic should be routed to the east. The applicant increased the percentage from to/from the east along Route 7 from 20 percent to 30 percent. We assumed the applicant discussed this with the Town prior to the scope approval. We would support a distribution higher than 30 percent to the east.

9. What is your opinion regarding future improvements to Hatcher / Hirst?

The Townwide Transportation Plan identifies this intersection as signalized in the future with additional turn lanes. The identified improvements in the study (adding a new westbound left turn lane) are

consistent with the Town's plan. One item to note is the westbound through/right lane is anticipated to operate at level of service F under 2020 conditions and therefore a right-turn lane may help improve the traffic operations.

Other item:

Another item we noticed as we reviewed the site plan is the Hirst Road turn lane tapers. The tapers appear to be short, especially downstream in the eastbound direction. We recommend that the Town requests the applicant provide more information on the proposed Hirst Road geometry.



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: Catocin 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



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:

12. The water layout proposed exceeds the maximum allowable length for a dead end main.
13. 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.
14. 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.
15. Please provide for a future watermain extension to the remaining portion of this parcel.
16. 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.
17. 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.
18. 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.

19. The water extension and design will need to be approved through the Virginia Department of Health.
20. 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.
21. The sanitary sewer layout shows lengths between manholes that exceed the maximum length of sanitary sewer between manholes.
22. The proposed sanitary sewer force main must enter the public sewer by gravity.
23. 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).
24. 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.
25. What is the depth of the proposed pump station? Is the bottom elevation higher than the 100 year floodplain elevation?
26. The proposed pump station will need to be designed to meet all requirements as outlined in the Town of Purcellville FSM and referenced documents.

27. 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?
28. 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.
29. 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.
30. The downstream facilities must be examined to determine if there is adequate capacity and if improvements to the downstream facilities are required.
31. 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.
32. What is the base flood elevation of Catocin Creek at this location relative to the proposed finished floor elevations?
33. 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.
34. Plans need to be signed/sealed/dated by a professional engineer registered in the Commonwealth of Virginia.
35. Statement should have a preparation date noted, with revision dates as needed.

STATEMENT TO ACCOMPANY COMPREHENSIVE PLAN AMENDMENT

Revised: March 7, 2013

Statement of Ownership

The property subject to this Comprehensive Plan Amendment (MCPI 452-25-4468) ("Subject Property") is comprised of 20.43 acres and according to the Loudoun County land records is owned by Branko Stupar, Trustee ("Owner"). Mr. Stupar's daughter Dr. Maryls Rixey is the Successor Trustee and is now acting in the capacity of Trustee. Catocin Creek Limited Partnership, headquartered in Norfolk Virginia, is a contract purchaser and Applicant for the portion of the property proposed for residential use. The development group is comprised of a Joint Venture between S.L. Nusbaum Realty Co. and The Franklin Johnston Group, which consists of Wendell Franklin and Tom Johnston who managed Nusbaum's multi-family group up until just recently. Nusbaum was founded in 1906 and is one the largest multi-family developers in the Southeast. Nusbaum and the principals from the Franklin Johnston Group have won many awards both for construction quality and management expertise.

Introduction

This Statement accompanies the Comprehensive Plan Amendment filed by the Applicant and the Owner for a property located at the west side of the intersection of Maple Avenue and Hirst Road Drive. The property (MCPI 452-25-4468) ("Subject Property") is comprised of 20.43 acres. The property has a peculiar shape in the nature of a bow tie, oriented to and fronting on Hirst Road.

The Owner and Applicant propose that the western portion of the Subject Property be designated for multi-family residential use (13.72 acres). The Owner proposes that the eastern portion of the Subject Property be designated for mixed use commercial (6.71 acres).

This Plan amendment is unusual given the fact the 2025 Purcellville Comprehensive Plan adopted on December 19, 2006 (“Comprehensive Plan”) in fact has no land use recommendation for the Subject Property. At the time of the adoption of the Comprehensive Plan, the Subject Property was located in the County of Loudoun and therefore outside of the jurisdiction of the Town of Purcellville. The Town and the County of Loudoun previously adopted a joint land management plan (PUGAMP), and while the Loudoun County General Plan does include a land designation for the Property (light industrial), this designation was never formally adopted by the Town of Purcellville. The Town has elected to abandon the PUGAMP land plan in light of a recent decision by the Supreme Court of Virginia. Likewise the County of Loudoun repealed the PUGAMP land use plan in March, 2013.

The Subject Property is presently vacant. The Subject Property adjoins Hirst Road on the north, vacant land to the immediate west and Maple Avenue on the east. To the south, the Subject Property is bordered by Loudoun Stairs and an excavation yard and industrial buildings (“Mason Property”). In addition, the Subject Property shares a common boundary of approximately 230 feet with two residential lots in the Old Dominion Valley subdivision and a common boundary of approximately 260 feet with an open space lot associated with the Old Dominion Valley Subdivision. It should be noted that the Concept Development Plan for the Subject Property does not propose development adjacent to the common boundary with the Old Dominion Valley Subdivision except for a water and sewer connection.

Comprehensive Plan Amendment Will Better Serve the Town

The Comprehensive Plan Amendment will better serve the Town than the current comprehensive plan recommendation and the existing zoning district. The CM-1 district permits the property to be developed with a variety of commercial and industrial uses with little protection of the environment. In addition, the development of the Subject Property under the existing zoning district will not produce any proffers. Such proffers will offset any impacts of the proposed development, including proffering to the

development of the Subject Property in accordance with the Concept Development Plan which incorporates the preservation of a significant forest and the contribution towards significant public street improvements. The Concept Development Plan incorporates a significant pedestrian linkage with a pedestrian trail from the Subject Property to the intersection of Maple Avenue and Hirst Road.

The Comprehensive Plan Amendment will further achieve a more dynamic and aesthetically appealing use mix at such a prominent location, especially in comparison to the heavy commercial uses currently permitted by right. Indeed, mixed commercial uses at the corner of Maple Avenue and Hirst Road will visually complement the established civic use on the opposite corner to form a compelling gateway into the Town. The proposed multi-family residential use and the associated environmental preservation area will facilitate an appropriate transition from the intensity of the mixed commercial uses to the established single family residential use of Old Dominion Valley Subdivision. Moreover, the multi-family residential and mixed commercial uses will be horizontally integrated by pedestrian facilities, which in turn will connect to the surrounding community, thereby promoting walkability and mitigating vehicular traffic.

Comprehensive Plan Policies- Residential Development

While there is no land use recommendation contained in the Town's Comprehensive Plan concerning the Subject Property, the Comprehensive Plan does contain a number of policies that support this Comprehensive Plan Amendment. Listed below are policies contained in the Housing, Parks Recreation and Open Space, Economic Development, and Environmental Chapters of the Comprehensive Plan that support the residential component of the Comprehensive Plan Amendment.

Housing Policies

Policy 2

2. ***Housing Availability and Choice:*** Ensure a housing stock of sufficient size, diversity and quality for all residents to have a safe and sound place to live; and ensure that housing is provided for elderly, disabled and other persons with special needs to meet the needs of Purcellville's residents.

Implementation Strategies:

- 2.3 As part of early development discussions with Town administrators, work with developers of new housing projects and coordinate with appropriate agencies to include affordable housing, compatible senior-oriented housing, or other special needs housing in new residential projects.

Policy 4

4. ***Innovative Housing Development:*** Continue to encourage innovative housing development options that enhance community character, preserve open space, and provide a range of housing choices.

p. 29, 5th paragraph

With housing costs expected to continue increasing over the long-term, finding affordable housing will be more of a challenge in Purcellville and the entire region. Loudoun County defines "affordable housing" as that which fulfills the housing needs of County residents with incomes ranging from 30 percent to 70 percent of the county's median household income.

The proposed development of the residential portion of the Subject Property supports several of these policies. The financing programs that the Applicant is pursuing, either tax exempt bonds or tax credits, provide housing for residents with incomes up to 60% of the median household income in the Metropolitan Statistical Area (“MSA”). All of the proposed units will be subject to this program. The median household income of the Washington DC MSA is \$107,300.00, resulting in qualifying incomes adjusted for family size of up to \$64,380.00. The target rents will provide high quality housing for a largely unaddressed portion of housing stock.

The proposed rent structure is \$1000.00, \$1250.00 and \$1500.00 per month for one, two and three bedroom units, respectively. Such rents are affordable to the community’s essential work force, providing a much needed housing alternative for teachers, police officers, firefighters, and service sector employees in close proximity to their jobs.

S.L. Nusbaum keeps a demographic profile of residents in its apartment communities. The two most comparable communities are located in South Riding (The Abbey in South Riding) and in Gainesville (Somerset). The South Riding community has 168 units and a resident count of 329 persons- 1.95 persons per units. The Gainesville community has 172 units with a resident count of 270 persons – 1.57 residents per units. Using an average of these occupancy rates we can project that Catoctin Creek Apartments will have 310 residents. The Department of Planning and Pupil Services of the County of Loudoun has projected 43 school age children.

The proposal in fact qualifies as an Innovative Housing Development (Policy 4) in so much as the Concept Development Plan (“CDP”) prepared by Bowman Consulting preserves nearly a third of the site and preserves one of the most valuable forests in Purcellville. Community character is enhanced by the substantial protection of land adjacent to the Chapman DeMary trail in perpetuity. Catoctin Creek will be the first and only residential community with Earth Craft House certification which protects the

environment by conserving natural resources and using less energy, thus reducing the amount of pollution and greenhouse gases that are created in the production of electricity and the fuels we burn. The recreational center will provide residents with a premier social and fitness facility, exceeding the quality of any comparable facility in the corporate limits. The mix of one, two and three bedroom units provides a diversity of housing choices that addresses a pressing affordable housing need in western Loudoun.

Parks, Recreation and Open Space Policies

Policy 1

- 1. *Quality of Life:* Enhance the quality of life for residents and community appeal through integrated park, recreational and environmental conservation efforts to meet the Town's and the region's physical, social, educational, cultural, and aesthetic needs.**

Policy 5

- 5. *Open Space:* Conserve natural areas. Preserve, protect and acquire significant open space. Expand public ownership of open spaces and greenways in Purcellville where feasible. Promote sensitive growth and development that preserves and integrates open space in community planning.**

Implementation Strategies:

- 5.2 **Implement the Open Space Preservation Program adopted by the Town Council in 2006 by working with the owners of existing significant private open space to encourage its preservation through means acceptable to the owners and the Town.**

Policy 6

6. ***Tree Preservation, Planting and Maintenance:* Encourage the preservation of existing trees in new development. Encourage tree planting and beautification of public and private land to increase Purcellville's tree canopy. Promote partnerships in tree retention, replacement and planting**

The Concept Development Plan includes a recreational center for the use of residents of the Catoclin Creek Apartments. Residents will have pedestrian access to the Chapman DeMary nature trail which adjoins on the western side of the Subject Property. The proposed development as illustrated in the Concept Development Plan of the site preserves significant tree cover, **such preservation not guaranteed by the by-right development** of the Subject Property. Pedestrian access is provided along the Hirst Road foot trail.

Economic Development Policies

Policy 1

1. ***Economic Development as Contributor to Quality of Life:* Recognize the importance of economic development to the health, well-being and quality of life for Purcellville's residents. Encourage innovative economic development initiatives that enhance community character and the environment.**

Policy 2

- 2. *Strong Fiscal Environment:* Advance fiscally responsible economic development strategies where there is value for taxes paid and commercial and industrial development is stimulated. Promote public/private economic development partnerships.**

Policy 10

- 10. *Environmental Protection by Businesses:* Encourage businesses to conserve natural resources, protect environmental health and maintain the aesthetic quality of Purcellville.**

As discussed in a housing study conducted by George Mason University and cited later in this statement, the provision of multi-family rental housing is a key element in the promotion and growth of jobs in the region. As set forth in the Urban Land Institute publication cited later in this statement, multi-family units do not require the same levels of public services as compared to others forms of residential development- town houses and single family development.

The accompanying Statement of Justification for the Zoning Map Amendment includes an analysis generated from the two development styles- the permitted land use pursuant, the CM-1 zoning ordinance and the proposed PDH zoning.

Environmental Policies

Policy 1

- 1. *Environmental Protection and Monitoring:* Improve, maintain and protect the natural environment of the Town. Ensure that growth meets the needs of people and protects the environment. Preserve the natural beauty and function of the environment as a habitat for people, plants and animals. Monitor and protect the quality of air, water, flora, fauna and other physical features of the Town and its surroundings.**

2. ***Sensitive Environmental Areas and Water Resources:*** Protect scenic and sensitive environmental areas. Conserve and protect water resources. Monitor, maintain, and improve water quality in surface and groundwater sources used by the Town. Integrate wellhead protection and watershed planning into Town planning.

3. ***Environmental Quality of Life:*** Maintain high standards for environmental quality to enhance the quality of life for residents and businesses. Protect important natural features such as wetlands, floodplains, and forested areas. Encourage landscaped buffers, tree planting, and the retention of heritage landscapes (e.g., stone walls, fences and trees) to preserve environmental character of Purcellville. Preserve important views of natural features at Town gateways, in public spaces and parks, between residential and commercial areas, and along major transportation corridors.

6. ***Lighting and the Environment:*** Preserve the dark sky environmental qualities of Purcellville at night. Minimize light pollution in Town and encourage lighting, where necessary, that is directed, shielded and contained to the minimal amount required for safe access.

The Comprehensive Plan Amendment and the CDP support all of these Environmental Policies. The application provides that the proposed growth meets the needs of people, by providing additional options for rental housing, and protects the environment with a generous amount of open space and tree protection. The Tree Preservation and Scenic Area as depicted on the CDP (see Sheet 5) will preserve a valuable forest and will provide watershed protection to the South Fork of the Catoclin Creek.

Comprehensive Plan Policies- Mixed Use Commercial Development

While there is no land use recommendation contained in the Comprehensive Plan, the Plan does contain a number of policies that support this Comprehensive Plan Amendment. Listed below are policies

contained in the Economic Development and Land Use Chapters of the Comprehensive Plan that support the commercial component of the Comprehensive Plan Amendment.

Economic Development Policies

Policy 1

- 1. *Economic Development as Contributor to Quality of Life:* Recognize the importance of economic development to the health, well-being and quality of life for Purcellville's residents. Encourage innovative economic development initiatives that enhance community character and the environment.**

Policy 2

- 2. *Strong Fiscal Environment:* Advance fiscally responsible economic development strategies where there is value for taxes paid and commercial and industrial development is stimulated. Promote public/private economic development partnerships.**

In regards to the commercial designation, the designation of the eastern portion of the Subject Property for Mixed Use Commercial will attract land uses which are more consistent with a gateway to the Town. Such a designation is more likely to produce a development pattern (retail, restaurants, offices) that will promote the economic vitality of the Town.

Land Use Policies

Policy 1

- 1. *Harmonious, Compatible and Orderly Land Development:* Provide for managed community growth and land development that ensures harmonious, compatible and orderly land use patterns, enhances the unique community character of Purcellville and preserves landmarks (i.e., Cole Farm, Train Station, Dillon's Woods and Tabernacle).**
- 2. *Balanced Distribution of Land Uses:* Provide a diversity of land uses in suitable locations to support the residential and business needs of Purcellville while ensuring economic, social and financial stability.**

A Mixed Use Commercial land use designation is an appropriate transition between the fire station located on the east side of Maple Avenue and the proposed multi-family residential land use. A Mixed Use Commercial land use designation provides a better opportunity to provide services to the community as opposed to the existing CM-1 zoning which largely prohibits retail uses and restaurants. There is considerable trade and service uses located on Hirst Road including the Valley Industrial Subdivision. The addition of Mixed Use Commercial at this location creates additional diversity of land uses, which follows the historic development pattern of the Town.

STATEMENT OF JUSTIFICATION- ZONING MAP AMENDMENT

Relationship to Existing Comprehensive Plan for the Town

Essentially there is no comprehensive plan adopted by the Town for this property. This property was annexed by the action of the Town Council. Prior to such annexation, the Subject Property has never been the subject of a comprehensive plan adopted by the town, but was instead addressed only by Loudoun County's General Plan. Therefore, the Comprehensive Plan Amendment proposed with this PDH rezoning essentially starts with a blank slate, and provides the justification for the development program depicted on the Concept Development Plan.

There are a number of policies contained in the Comprehensive Plan that support the development of this property as depicted on the Concept Development Plan. Please refer to the Statement of Justification that accompanies the proposed Comprehensive Plan Amendment for a discussion of those policies.

Protection of Adjoining Properties

The designers of the Catoclin Creek Apartments have taken great effort to provide a substantial setback from the adjoining Old Dominion Valley subdivision. A detailed tree survey was completed and it was determined by the Applicant and the Owner to pursue a plan that preserves over 3 acres of prime forest stand. This forest adjoins parcels owned by the Old Dominion Valley HOA and the Chapman DeMary conservation easement, insuring the preservation of perhaps the most significant forest stand within the corporate limits.

The proposed zoning of the property for multi-family residential, including the proposed environmental protection and generous setbacks from adjoining residences (380 feet), in fact provides better protection of the adjoining properties than the existing zoning district. The CM-1 district, as discussed below, permits a wide range of commercial and industrial land uses including the possibility of outdoor storage and contractor's yards.

The proposed "Tree Preservation and Scenic Area" areas as depicted on the CDP are mature forested areas that will be protected in accordance with a Deed of Easement. The Town of Purcellville will be a Grantee of the Deed of Easement and as such will be able to enforce all terms of the Deed of Easement. Thirty three (33%) percent of the site is a preserved forest, certainly a remarkable amount of open space for development within a corporate limits.

Traffic Impact

A traffic impact analysis has been prepared by Bowman Consulting for review by the Town of Purcellville and the Virginia Department of Transportation. The Applicant is aware of the existing congestion at the intersection of Hirst Road and Route 287. As part of the proffer package being submitted with this application, the Applicant is prepared to provide One Million Dollars (\$1,000,000.00) to the Town to be used to both fund improvements needed today as well as address improvements necessary as a result of the proposed development.

Existing Zoning District

The Purcellville Zoning Map indicates that the property is zoned CM-1. The purpose clause of this district provides as follows.

Section 10. – CM-1 Local service industrial area district

10.1 Purpose of the district.

The purpose of this district is to provide for a wide variety of local and farm service industrial operations, including repair services, building supplies, and open or enclosed storage of products, supplies and equipment, but to restrict or prohibit those service industries which have characteristics likely to produce serious adverse effects within or beyond the limits of the district, in accord with the purposes and goals of the comprehensive plan. Limited manufacturing is also permitted, including open storage of products and materials. In order to preserve the land for industry, to reduce extraneous traffic, and avoid future conflicts between industry and other uses, retail and business service uses are limited primarily to those which will be useful to employees in the district and future residential uses are restricted.

Ordinance Provisions

To the best knowledge of the designers of the Catoctin Creek community, the application conforms to all applicable zoning regulations with the exception of a landscape buffer adjacent to two industrial properties- a stair company and a contractor yard. The application proposes a reduction of the landscape buffer from 50 feet to 20 feet. Given the anticipated re-development of these adjoining sites, it is unnecessary to provide a wider buffer.

Special Amenities

As discussed above from a community standpoint, the preservation of the 3 acre forest is the most significant amenity. In addition, the Applicant has proposed a clubhouse and swimming pool for the benefit of the residents of Catoctin Creek. The clubhouse facility is a 4400 square foot facility which contains the management offices, 900 square feet of exterior covered decks overlooking a resort style

pool, an 800 square foot community room that incorporates a kitchen, bar, flat screen TVs and a 500 square foot exercise and fitness room. Outdoor clubhouse amenities include a 1500 square foot pool incorporating a shallow pool area for children and built in aqua benches for relaxation. Gas grilling stations under and around the pergolas will be located off of the pool deck. Residents will have access to the Chapman-DeMary nature trail which adjoins the Subject Property on the west.

Water and Sewer Demand

The Applicant has been in consultation with the Department of Utilities to discuss and review this matter. Preliminary review indicates that each building shall be separately metered, including the clubhouse facility.

It is important to note the Applicant's commitment to water conservation by specifying all Water Sense certified low-flow plumbing fixtures. The Applicant has recently contracted with an engineering firm to provide a water demand analysis for a similar apartment project located in Norfolk, Virginia. This project, the Pointe at Pickett Farm, includes demand projections for one, two and three bedroom units. Based on the demand per unit size, the projected water and sewer demand for the Catocin Creek project is as set forth below.

1 BR – 30 units @ 103 GPD/unit = 3,090 GPD

2 BR – 113 units @ 154 GPD/unit = 17,402 GPD

3 BR – 33 units @ 205 GPD/unit = 6,765 GPD

Total Project – 176 units = **27,257 GPD** (AVG = 155 GPD/unit)

Utility Extensions

The Applicant is exploring and reviewing the options for water and sewer extension to the property. The Concept Development Plan lists such options. The Applicant has entered into an Easement Option Agreement with the owner of the adjoining property to provide access to a sanitary sewer (Mason Property) as well as a looped water line.

Development Schedule

The principals in Catocin Creek, L.P. have over 75 years of combined experience as builders and managers of multi-family apartment communities. Given the enormous demand for this project, Catocin Creek LP proposes to build the project in a single phase. After all Town approvals are in place, the Applicant expects to be able to develop and market the project within a 2 year time period.

Real Estate Valuation comparison

The Town of Purcellville relies in part upon real estate taxes collected as a means of annual revenue. A comparison of the real estate taxes generated from the permitted use and the proposed use of the property is provided below.

The proposed development area of the proposed PDH residential development is 13.72 acres, comparable in size, location and zoning to the Browning subdivision. The Subject Property has approximately 10 acres of development area, after subtracting the area of preserved forest. The land values and building values for the Browning subdivision according to the Loudon County assessor are set forth below.

Browning Industrial Subdivision

Total Acreage before Dedication: 10.8171 acres

Dedication to Town of Purcellville for Browning Court: 0.8138 acres

Developable Area: 10.0033 acres

Total Assessed Land Value: \$4,573,800.00

Total Assessed Building Value: \$6,868,800.00

Total Assessed Value for Subdivision: \$11,442,600.00

Lot 1: .8117 acres

Assessed Land Value (Lot 1 and 2): \$741,000.00

Assessed Building Value (Lot 1 and 2): \$0.00

Total Assessed Value (Lot 1 and 2): \$741,000.00

Lot 2: .8029 acres

Assessed Land Value (Lot 1 and 2): \$741,000.00

Assessed Building Value (Lot 1 and 2): \$0.00

Total Assessed Value (Lot 1 and 2): \$741,000.00

Lot 3: 1.0410 acres

Assessed Land Value (Lot 3 and 4): \$1,079,400.00

Assessed Building Value (Lot 3 and 4): \$2,307,000.00

Total Assessed Value (Lot 3 and 4): \$3,386,400.00

Lot 4: 1.3202 acres

Assessed Land Value (Lot 3 and 4): \$1,079,400.00

Assessed Building Value (Lot 3 and 4): \$2,307,000.00

Total Assessed Value (Lot 3 and 4): \$3,386,400.00

Lot 5: 1.2112 acres

Assessed Land Value: \$553,400.00

Assessed Building Value: \$1,029,500.00

Total Assessed Value: \$1,582,900.00

Lot 6: 1.9403 acres

Assessed Land Value: \$887,300.00

Assessed Building Value: \$0.00

Total Assessed Value: \$887,300.00

Lot 7: 0.8825 acres

Assessed Land Value: \$402,500.00

Assessed Building Value: \$72,400.00

Total Assessed Value: \$474,900.00

Lot 8: 1.0019 acres

Assessed Land Value: \$457,400.00

Assessed Building Value: \$626,300.00

Total Assessed Value: \$1,083,700.00

Lot 9: 0.9917 acres

Assessed Land Value: \$452,800.00

Assessed Building Value: \$2,833,600.00

Total Assessed Value: \$3,286,400.00

According to estimates provided by Tom Johnston of Catocin Creek LP the estimated value of the completed apartments and recreational center is \$28,000,000.00.

With a tax rate of \$.225 per hundred dollars of value, the Catocin Creek project will produce \$63,000.00 in annual real estate taxes to the Town of Purcellville. Conversely the Browning subdivision produces \$25,745.85 in real estate. Therefore the Catocin Creek project will produce an additional \$37,000.00 per year in real estate taxes to the Town of Purcellville.

Demands for Multi-Family Housing

With the continued growth of employment opportunities in the Town of Purcellville and Loudoun County, the need for work force housing increases. Residential growth for the past five year period has lagged behind historic growth rates by both national and regional standards. According to a study conducted by George Mason University, Housing the Region's Workforce (October 25, 2011) the region's economy will be inhibited by both a lack of residential units and more particularly a lack of mutli-family housing. The study concludes that the region will need a housing mix with significantly more multi-family units. Loudoun County is projected to add 146,000 new jobs from 2010 to 2030 (see page 4, Table 1- Net New Jobs-2030). The housing demand in Loudoun generated by such jobs is 59,000

houses, including single family house and townhouses, and 38,400 multi-family units (page 6, Table 3 Estimates of Housing Demand by Unit Type 2010-2030). Essentially the study finds a market need for a high percentage of multi-family units to support the projected job creation.

Characteristics of Multi-Family Housing

The Urban Land Institute in conjunction with the Sierra Club, the American Institute of Architects and the National Multi Housing Council collaborated on a report entitled **Higher-Density Development, Myth and Fact** (2005, ULI Catalog Number:N27). The purpose of this report was to explore some of commonly held beliefs regarding multi-family development and determine whether such commonly held beliefs represented facts or myths. Below in summary form are the series of Myths and Facts as set forth in the report.

MYTH: Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.

FACT: The nature of who lives in higher-density housing – fewer families with children – puts less demand on schools and other public services than low-density housing.

Moreover, the compact nature of higher-density development requires less extensive infrastructure to support it.

MYTH: Higher-density developments lower property values in surrounding areas.

FACT: No discernible difference exists in the appreciation rate of properties located near higher-density development and those that are not. Some research even shows that higher-density development can increase property values.

MYTH: Higher-density development creates more regional traffic congestion and parking problems than low-density development.

FACT: Higher-density development generates less traffic than low-density development per unit; it makes walking and public transit more feasible and creates opportunities for shared parking.

MYTH: Higher-density development leads to higher crime rates.

FACT: The crime rates at higher-density developments are not significantly different from those at lower-density developments.

MYTH: Higher-density development is environmentally more destructive than lower-density development.

FACT: Low-density development increases air and water pollution and destroys natural areas by paving and urbanizing greater swaths of land.

MYTH: Higher-density development is unattractive and does not fit in a low-density community.

FACT: Attractive, well-designed, and well-maintained higher-density development attracts good residents and tenants and fits into existing communities.

MYTH: No one in suburban areas wants higher-density development.

FACT: Our population is changing and becoming increasingly diverse. Many of these households now prefer higher-density housing, even in suburban locations.

MYTH: Higher-density housing is only for lower-income households.

FACT: People of all income groups choose higher-density housing.

Conclusion

The Joint Venture of S.L. Nusbaum Realty Co. and The Franklin Johnston Group is an experienced builder and manager of multi-family communities. They have identified a significant market need for the construction of the Catoctin Creek Apartments. The proposed development of the Subject Property as depicted on the Concept Development Plan is a superior alternative to the development of the Subject Property for trade and service uses, such land uses permitted by the existing zoning district (CM-1). The rezoning of this property will result in a better development alternative, both aesthetically and environmentally and will provide much needed housing stock for the growing marketplace. The proffer statement that will accompany this application will obligate the Applicant to build in accordance with the Concept Development Plan and to make significant contributions to offset the impact of the development on the community. If the Property develops in accordance with the existing zoning district CM-1, no such proffer can or will be provided in accordance with applicable provisions of the Code of Virginia. The Catoctin Creek apartment with a projected value of \$28,000,000.00 will have a positive effect on the tax base of the Town of Purcellville and is a more appropriate land use and architectural form for the gateway to the Town.

TRAFFIC IMPACT ANALYSIS REPORT

CATOCTIN CREEK APARTMENTS

TOWN OF PURCELLVILLE, VIRGINIA

1. INTRODUCTION AND SUMMARY

1.1. Purpose and Study Objectives

This report summarizes the findings of the traffic impact analysis that was performed for the proposed Catoctin Creek Apartments development in the Town of Purcellville, Virginia. The purpose of this study is to determine the impact to the surrounding roadway network caused by the traffic generated by the proposed development.

1.2. Executive Summary

The subject property is generally located south of Hirst Road, northwest of Maple Avenue, and north of Skyline Drive in the Town of Purcellville, Virginia. The approximately 20.4 acre site is currently zoned Transitional (X) with a portion of the site in the Floodplain District. The Applicant, S.L. Nusbaum Realty Company, is applying for a Comprehensive Plan Amendment for the entire 20.4 acre site and proposes residential multi-family and mixed use commercial land use designations for the site. The Applicant is also applying for a Zoning Map Amendment for 13.7 acres of the site (western portion) to rezone that portion to Planned Development Housing (PDH-15) and develop that portion with 176 multi-family residential units. The remaining 6.7 acres of the site will remain zoned Transitional (X) pending submission and approval of a future rezoning application.

The scope of this study was developed in consultation with Virginia Department of Transportation (VDOT) and Town of Purcellville staff at a scoping meeting on October 2, 2012. A copy of the signed scoping documents is included in Appendix A.

The Applicant is proposing to develop the western portion of the site with approximately 176 multi-family residential dwelling units. No development is

planned at this time on the eastern portion of the site and any development proposal would be contingent upon a separate rezoning for that portion of the site.

For purposes of this analysis, development of the site was assumed to occur by 2014. When complete, on an average weekday, the development would generate approximately 90 new trips during the AM peak hour (18 in and 72 out), 114 new trips during the PM peak hour (74 in and 40 out), and 1,190 new daily trips over a 24-hour period.

Access to the site is proposed via a full movement entrance off of Hirst Road. This entrance would serve the residential portion only and would not serve any future commercial development.

Based on the scoping agreement shown in Appendix A, it was determined that the study area should include the following intersections:

1. Hirst Road (VA Route F962)/21st Street North (VA Route 690)
2. Hirst Road (VA Route F962)/Hatcher Avenue (VA Route 611)
3. Hirst Road (VA Route F962)/Site Entrance
4. Hirst Road (VA Route F962)/Maple Avenue (VA Route 722)
5. Hirst Road (VA Route F962)/Berlin Turnpike (VA Route 287)
6. Main Street (VA Route 7 Business)/Hatcher Avenue (VA Route 611)
7. Main Street (VA Route 7 Business)/Maple Avenue (VA Route 722)

As part of the proposed development, the Applicant has committed to constructing turn lanes at the site entrance if and when warranted by the Town.

The analysis indicates that **without** the buildout of the Catoclin Creek Apartments development, traffic conditions would necessitate multiple improvements to the study intersections in 2014 and 2020. **With** the buildout of the proposed development, no additional improvements would be required.

13. CONCLUSIONS

The conclusions of the Traffic Impact Analysis completed for the proposed Catoctin Creek Apartments development indicates that **without** the buildout of the Catoctin Creek Apartments development, traffic conditions would necessitate multiple improvements to the study intersections in 2014 and 2020. **With** the buildout of the proposed development, no additional improvements would be required.

Catoctin Creek Apartments Typical Building Elevations

S.L. NUSBAUM Realty Co.
Since 1906

PURCELLVILLE, VIRGINIA
FIRST ROAD

NOVEMBER 1, 2012

Cox, Kiewit &
Company, P.C.

1984 25 YEARS 2009
2533 W. BRUNNEN DRIVE, SUITE 100
FALLS CHURCH, VA 22034
703.751.0000 • Fax 703.751.0000
www.slrealtors.com • info@slrealtors.com



BUILDING 5 ELEVATION



BUILDING 5 ONE BEDROOM END



BUILDING 5 THREE BEDROOM END

Catoctin Creek Apartments Clubhouse Renderings

S.L. NUSBAUM Realty Co.
Since 1906

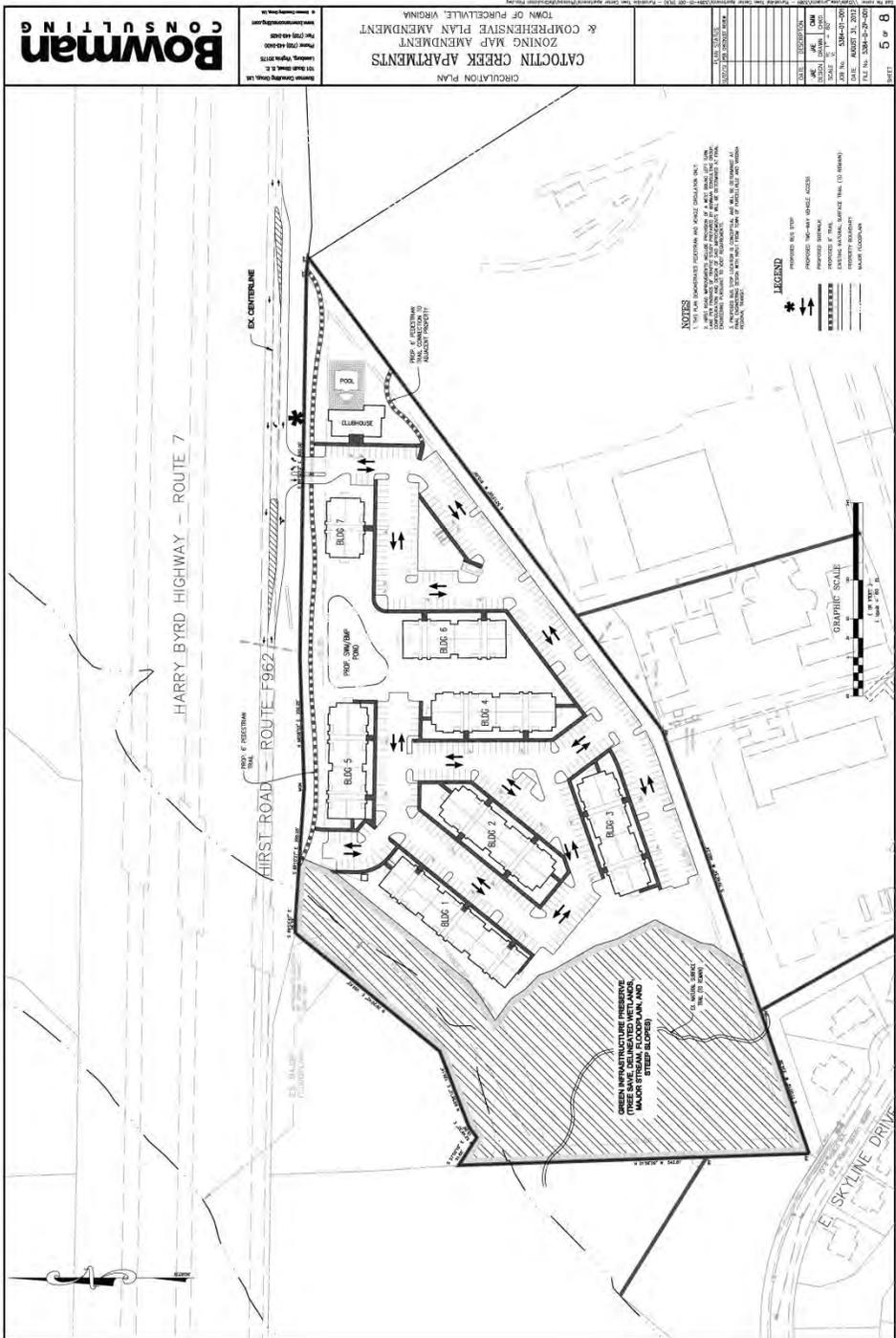
HIRST ROAD
PURCELLVILLE, VIRGINIA

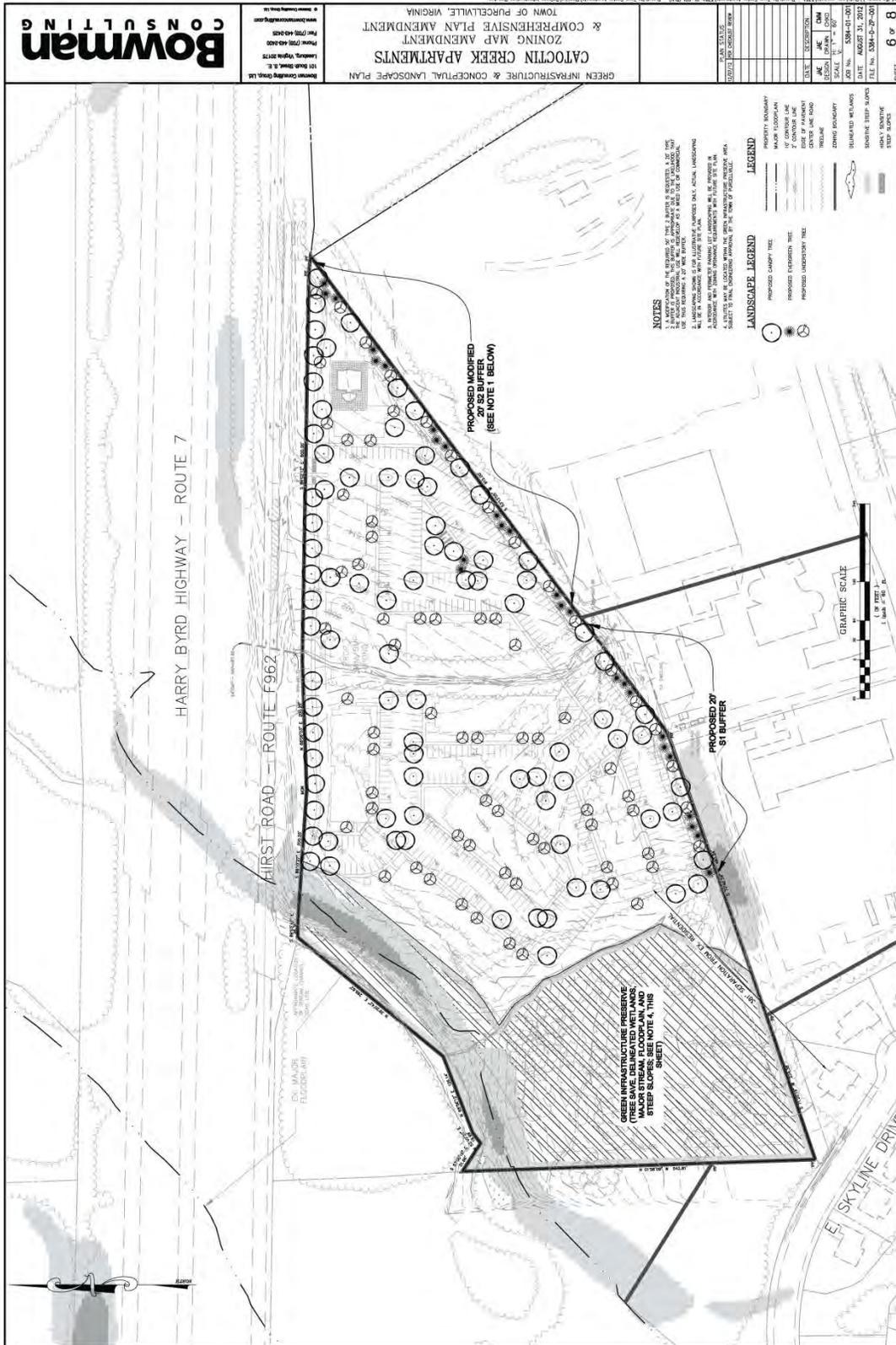
NOVEMBER 1, 2012

**Cox, Kiewit &
Company, P.C.**

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WWW.COXKIEWIT.COM
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Bowman CONSULTING

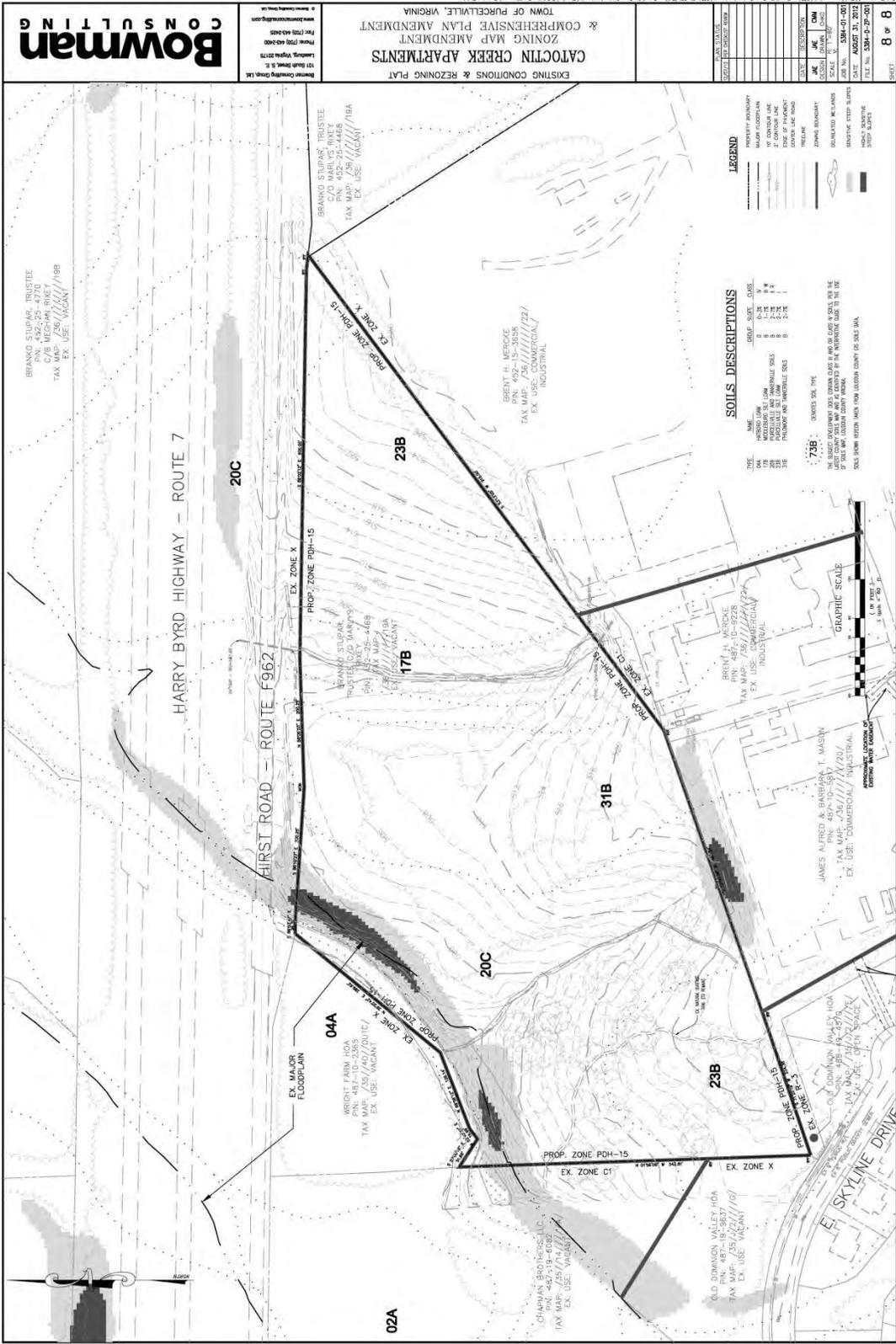
101 South Stone & E. Williams Consulting Group, LLC
 Phone: (703) 436-0000
 Fax: (703) 436-0000
 www.bowmanconsulting.com

GREEN INFRASTRUCTURE & CONCEPTUAL LANDSCAPE PLAN
 CATOCTIN CREEK APARTMENTS
 ZONING MAP AMENDMENT
 & COMPREHENSIVE PLAN AMENDMENT
 TOWN OF PURCELLVILLE, VIRGINIA

DATE: AUGUST 31, 2012
 FILE NO. 5304-02-001
 SHEET 6 OF 8

NOTES
 1. ALL TREE BUFFER STRIPS SHALL BE 20 FEET WIDE UNLESS OTHERWISE NOTED.
 2. ALL TREE BUFFER STRIPS SHALL BE 20 FEET WIDE UNLESS OTHERWISE NOTED.
 3. ALL TREE BUFFER STRIPS SHALL BE 20 FEET WIDE UNLESS OTHERWISE NOTED.
 4. ALL TREE BUFFER STRIPS SHALL BE 20 FEET WIDE UNLESS OTHERWISE NOTED.
 5. ALL TREE BUFFER STRIPS SHALL BE 20 FEET WIDE UNLESS OTHERWISE NOTED.

LANDSCAPE LEGEND
 PROPOSED CAMPY TREE
 PROPOSED DECIDUOUS TREE
 PROPOSED CONIFER TREE
 PROPOSED UNDERSTORY TREE
 PROPOSED WETLANDS
 PROPOSED BUFFER STRIP
 PROPOSED BUFFER STRIP



Assessments

TAX YEAR 2013

Real Estate Assessment Data from Loudoun County Assessor's Office

3/1/2013 Final data fr Website

	<u>2013</u>	<u>2012</u>
Assessment of Existing Property	1,012,952,012	0
New Residential Construction/Growth	7,568,062	0
New Commercial Construction/Growth	15,064,026	0
Total New Construction/Growth	22,632,088	0
Total Assessment	1,035,584,100	997,145,290
Less Land Use Deferrals	3,645,700	3,732,580
Less Elderly Tax Relief	26,288,700	26,288,700
Total Assessment Base	1,005,649,700	967,124,010
Tax Amount (tax rate .225)	2,262,712	2,176,029

Revenue Change for Tax Rate Change of 1 cent

Average Residential Assessment

Tax Amount (rate=.25/100)	2,514,124	
Tax Amount (rate=.24/100)	2,413,559	
Tax Amount (rate=.23/100)	2,312,994	
Tax Amount (rate=.225/100)	2,262,712	<2012 Rate=.225
		<2013 Eq
Tax Amount (rate=.222/100)	2,232,542	Rate=.222

Tax Amount (rate=.22/100)	2,212,429
Tax Amount (rate=.21/100)	2,111,864
Tax Amount (rate=.20/100)	2,011,299

Equalized Assessment (adj. for new construction and changes) 1,019,777,378

Equalized Tax Amount (rate=.225/100)	2,294,499
--------------------------------------	-----------

2013 Equalized Tax Rate (per \$100) 0.222

Breakdown of Residential vs. Other (MF 5+, Commercial, Ag):

Other Assessments	239,853,830	23%
Residential Assessments	795,730,270	77%
Grand Total	1,035,584,100	

* Breakdown of Revenue Change:

Assessment change to existing homes	35,565
New Construction/Growth	50,922
Other (land use/relief)	0
Total Revenue Change	86,487

TAX AD:

Difference between Lowered Rate and Effective Rate:

Effective/Actual Taxes (@.26)	2,692,519
Equalized Taxes (@.222)	2,298,997
Difference	393,522
Rate Diff	-0.0380
Percent Change	17.12%



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
Single Family Attached (SFA)	0.49	0	0	0	0
Multifamily (MF)	0.24	176	21	10	12
Total Students		176	21	10	12
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	

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