

## Addendum #3

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# Catoctin Creek Towne Center

As of February 28, 2014

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### Contents:

1. Applicants' Response to Comments and Concerns from 2/20/14 Public Hearing
2. Revised Concept Development Plan and Special Use Permit Plans

*– NOTE: The applicants have prepared revised proffers; however, a property owner has not been available to review and agree to the revisions. The revised document will be provided to the Planning Commission as soon as it is submitted to the Town. Submission is expected on Monday, March 3.*

# **Mark Nelis, P.C.**

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February 28, 2014

Planning Commission  
Town of Purcellville  
221 S. Nursery Avenue  
Purcellville, VA 20132

**RE: Response to Comments and Concerns from 2/20/14 Public Hearing**

Mr. Chairman and Members of the Commission:

At the Planning Commission Public Hearing on February 20, 2014, the following questions, comments and concerns were presented by the Commission and Staff in regards to the Catoctin Creek Towne Center applications RZ12-01, RZ12-01(a), CPA12-01 and SUP13-04. For each of the following topics of concern, there is a paragraph written by a member of our development team in response to each concern.

## **Design**

- 1. The proposed SWM/BMP facility within the 100' Stream Corridor Buffer (adjacent to Building 1) is inconsistent with the environmental protection policies of the Comprehensive Plan, regardless of whether it is permitted by the ordinance or not. The facility will result in the loss of mature trees critical to protection of Catoctin Creek. Definitively, does this comply or not? (Commissioner Paciulli & Patrick Sullivan)*

To facilitate implementation of applicable environmental protection policies, the CDP has been revised to relocate the subject SWM/BMP facility outside of the 100' Stream

Corridor Buffer. Specifically, the facility will be located between Building 3 and the project boundary. **(Bowman Consulting)**

2. *Can an exhibit be prepared showing the limits of large trees relative to open space boundaries? (Commissioner Priscilla)*

As requested, an exhibit has been prepared showing the open space boundary relative to the surveyed locations of large trees, which is attached for review. **(Bowman Consulting)**

### **Parking**

1. *The apartment complex is over-parked at 410 spaces, the layout/program should be reconsidered to reduce the number of parking spaces. Parking lot landscaping does not meet the Zoning Ordinance as presented in the CDP. (Commissioner Paciulli & Patrick Sullivan)*

We provided the required parking per the Town's prior parking requirements. However, we do concede that the overall parking ratio of 2.32 spaces per unit is on the high side of what is operationally feasible for today's apartment communities. If allowed, we would propose eliminating 49 spaces as shown on the attached revised site plan. The revised CDP includes a reduction in parking. **(Tom Johnston)**

### **W&OD Trail**

1. *Address the NVRPA comments in detail. Is there additional information regarding the trail buffer, inter-parcel access, and elimination of the existing driveway access across the W&OD Trail to the Merke property? This should be added to proffers as necessary. (Commissioner Priscilla, Commissioner Paciulli & Patrick Sullivan)*

Please see attached response prepared by Bowman Consulting addressing this concern. **(Bowman Consulting)**

**Tilly Entertainment Complex**

1. *Will the facility be developed consistent with the conceptual layout? Will there be substantial conformance to the layout be guaranteed either by proffer (rezoning) or condition (SUP)? (Commissioner Paciulli)*

As a condition of the SUP, the facility will be constructed consistent with the layout submitted. **(Bill Tilley)**

2. *What will be the impact of cold weather on operation of the outdoor recreation complex? Please provide additional information about how the complex would function during winter months, and the corresponding effect on projected employment and tax revenue. (Commissioner Paist)*

The center will be open year-round. Indoor operation will be open every day with the exception of Easter, Thanksgiving and Christmas. The outdoor entertainment will be open May 15 thru October 15 and on weekend October 16 thru May 14, weather permitting.

We plan to employ 125 to 150 people. The employment will be highest during the summer months. The type of employment during that that time will be perfect for college students on break and high school students looking for summer jobs. See attached chart 1<sup>1</sup> showing the age breakdown for employees at similar centers. **(Bill Tilley)**

3. *How will the entertainment complex function during times of economic distress? Is it a commercial enterprise that will prove sustainable regardless of the prevailing economic cycle? Are there similar situations nearby that show growth and permanence? E. g. paintball, laser tag. Etc. The proposed development will exist for the next 50 years if constructed; therefore consider long term effect. (Commissioner Paist, Commissioner Packard & Patrick Sullivan)*

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<sup>1</sup> 2012 State of the Industry Report by the International Association of Amusement Parks and Attractions (IAAPA)

Traditionally centers like this do very well in down time. The attached chart 2<sup>2</sup> shows the results of a survey taken by several hundred family entertainment centers in 2012. It compares the results of 2010 and 2011 (middle of recession) as you can see 70% of the center did equal or better than the year before and only 17% did worse, 13% opened in 2011. Chart 3 shows local entertainment venues and the length of time each venue has been open. Most have been open for years and almost all have expanded in that time.

Chart 4<sup>3</sup> shows the average distance people may travel to similar entertainment centers. Most come from 0 to 10 miles. Because of the demographic and location, it is likely that the biggest draw will be from 11 to 25 miles. **(Bill Tilley)**

4. *Provide additional information/analysis of noise generated by the entertainment complex on a venue by venue basis. Agree to have a plan approved by the Town before permit issued. (Commissioner Beese, Commissioner Paist & Patrick Sullivan)*

Concerns about noise and light are addressed by the Town's dark sky regulations and the Town noise ordinance. In response to the comments at the public hearing concerning noise, the batting cages are eliminated from the plan. As we have shown in earlier documents, all the other activities fall well below the guidelines listed within the Town noise ordinance. **(Bill Tilley)**

5. *If the Tilley complex was developed and managed as a family destination/environment, then it would be a positive addition to the Town. However, if the complex was allowed to become a teen "hangout," it would likely become a burden to the Town. There needed to be an emphasis on the former in terms of design and ultimate management. (Chairman McCollum)*

We plan on building a first class entertainment facility. If this facility becomes a "hangout" it will not attract our target market. It has been our philosophy all along that "if we build it for adults, kids will come, if we build for it kids, adults won't come." Our

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<sup>2</sup> 2012 State of the Industry Report by the International Association of Amusement Parks and Attractions (IAAPA)

<sup>3</sup> 2012 State of the Industry Report by the International Association of Amusement Parks and Attractions (IAAPA)

goal is to build a center that adults will want to come to with family and friends, again and again. **(Bill Tilley)**

## **Traffic**

1. *Traffic impacts will extend to intersections beyond Hirst and Berlin. Nothing was proposed to address/mitigate impacts at other intersections, notably Hirst and Maple. (Commissioner Paist)*

Based on results presented in the TIA, analysis indicates that existing traffic conditions creates 65 seconds delay per vehicle under AM peak hour traffic conditions and 36 seconds delay per vehicle under PM peak hour traffic conditions. These measures include all signalized intersections within the study area and the intersection of Hirst/Hatcher. Under buildout traffic conditions (existing traffic plus approved development site trips, background traffic growth, and proposed site trips), analysis of this same delay measure indicates that buildout traffic conditions is expected to create 21 seconds of delay per vehicle under AM peak hour traffic conditions and 35 seconds of delay per vehicle under PM peak hour traffic conditions. This would indicate that the roadway improvement proposed at the intersection of Berlin/Hirst more than mitigate site traffic impacts at buildout of the proposed site. Analysis of the intersection of Hirst/Maple indicates that all movements are expected to operate at acceptable levels of service under buildout traffic conditions except for the northbound left turn movement. This movement is currently operating at failing levels of service and will continue to do so under buildout traffic conditions. Movement volumes under buildout traffic conditions are expected to reach approximately 90 vehicles during the PM peak hour of operation. Based on the peak hour volume for this movement, traffic signal warrants are not expected to be met for Volume Warrant #1 (MUTCD Criteria) for a minimum of 8 hours during a typical weekday. Therefore a traffic signal would not be warranted under standard analytical procedures. **(Bowman Consulting)**

2. *How will traffic generated by a "typical" special event on the Tilley complex impact the road network? What measures will be taken to mitigate said impact? Work out a traffic*

*flow for concert nights... talk to chief. Agree to end outdoor concerts or similar events by a certain time. Add to proffers. (Commissioner Paist & Patrick Sullivan)*

I met with the Police Chief to discuss the traffic. It was felt that “typical” special events i.e. company outing, picnics, special groups, etc., would not require police assistance. Large events, 1,000 plus, would need two officers. One officer on the Hirst Road exit and one on the N. Maple Ave. exit. We would bear the cost of the officers. We agreed they may need to come from outside Purcellville due to their current needs. We agreed to work together as the center develops to assess the traffic needs as they develop. The SUP will contain a condition that outdoor concerts or similar events will end by 10PM. **(Bill Tilley)**

Special event traffic will be handled by developing a traffic management plan that determines at what level of attendance a traffic management plan will be implemented to accommodate event traffic levels that exceed future roadway infrastructure capacity. The plan should be developed after final roadway improvements have been determined/approved. Once final roadway improvements have been determined, the analysis of special events will determine traffic management strategies that will be implemented during the event to mitigate critical event access routes to provide for a safe and efficient traffic flow in/out of the site. **(Bowman Consulting)**

3. *The Applicants/project team disagreed with several recommendations of VDOT and Kimley – Horn, such as providing dedicated turn lanes at the commercial entrances and additional lane improvements at Hirst and Berlin. He indicated that these items need to be resolved to the satisfaction of VDOT and the Town, not left as points on which parties “agree to disagree.” (Commissioner Priscilla)*

TIA recommendations are based on standard practices/methodologies utilized to determine if a turn lane/roadway improvement is warranted under specific traffic conditions. At this juncture during the approval process we are basing our final improvement plans on the technical merits of the analysis presented in the TIA Report.

No further turn lane/roadway improvements are recommended at this time. **(Bowman Consulting)**

4. *The proffered improvements at Hirst and Berlin will simply shift the “logjam” from Hirst Road to the EB interchange ramp and the corresponding lane on 287. It was suggested that this was not solution to the problems at the intersection. (Chairman McCollum)*

The proposed roadway improvements address traffic issues that are specific to the intersection of Berlin/Hirst. With the increase in intersection capacity at Berlin/Hirst the rate at which traffic will arrive at the Route 7 Eastbound Ramps intersection will increase such that northbound right turn demand at the Route 7 Eastbound Ramp intersection is expected to periodically have queue spillback to the Hirst intersection. This impact is expected to occur during the AM Peak hour only during the most heavily traveled time within the peak hour of operation (not for the entire peak hour of operation). Analysis indicates that the current travel time from the eastbound left turn movement at Berlin/Hirst to the completion of the northbound right turn movement at Route 7 Eastbound Ramps is approximately 520 seconds. Once the proposed roadway improvements are in place at Berlin/Hirst, the travel time for the same route will be approximately 75 seconds. Where it is true that the Route 7 Eastbound Ramps will not operate at an ideal level of service, analysis indicates that the Berlin/Hirst roadway improvements will decrease overall route delay between the two intersections during the AM Peak hour (worst case peak hour) to a significant level. **(Bowman Consulting)**

## **Fiscal**

1. *Provide additional information regarding the impact of the project on Town infrastructure and services. The fiscal analysis should be revised to capture anticipated Town expenses, not just revenues. The “expense side” of the fiscal impact equation have not been adequately addressed by Applicant’s analysis. For example, the targeted number of police officers per 1,000 residents, and that a police officer costs the Town \$74,000 annually. (Commissioner Priscilla)*

Residential Component		Entertainment Component	
Tap Fees	\$1,920,000	Tap Fees	\$400,000
Personal Property Taxes	\$36,000 annually	Personal Property Taxes	\$11,500
Real Estate Taxes	\$55,000 annually	Real Estate Taxes	\$28,350
Meals Taxes	\$18,000 annually	Meals Taxes	\$53,087 (first year) \$187,375 (fifth year)
Road Improvements	\$1,000	BPOL Taxes	\$6,186 (first year) \$19,677 (fifth year)

Based upon discussions with Town Treasurer Elizabeth Krens, the only department that will have fiscal impacts is the Police Department. Ms. Krens explained that the Town's goal is stated in documents that accompanying the budget. The goal of the Town is to have two police officers per 1,000 residents. With a population of 352 persons (176 units with the occupancy of two persons per unit), the Catoctin Creek Apartments will generate need for .7 policemen at an annual cost of \$44,280 per year. Catoctin Creek Apartments provide their own trash services, street maintenance and provide on-site management.

Tilley Entertainment Complex will compensate the Town for Police Officers needed for special events. **(Mark Nelis)**

## Housing

1. *Can the surrounding/neighborhood communities in western Loudoun County carry their "fair share" of affordable housing compared to Purcellville? (Commissioner Packard)*

No they cannot. As Mr. Beese has opined, Purcellville is the hub for Western Loudoun County. Purcellville has the only infrastructure of any of the villages and towns to support a new apartment community, or shopping center or large office use. It's a tremendous advantage for the Town in its pursuit of commercial uses. **(Tom Johnston)**

2. *Public sentiment is that apartments are not consistent with "hometown feel" of Purcellville. The proposed development will exist for the next 50 years if constructed; therefore consider long term effect. (Commissioner Packard)*

The apartment component, with its scale and density, does not belong in the Historic District or downtown on Main Street. In those locations, it would detract from the hometown feel of Purcellville. However, the project is proposed on the edge of Town adjacent to other uses which are consistent in scale such as the Harris Teeter Marketplace and Patrick Henry College. **(Tom Johnston)**

3. *The Town has already exceeded the population projections of the Comprehensive Plan. As such, the proposed residential density and impact on population growth is a concern. (Chairman McCollum)*

The population figures projected in the Comprehensive Plan are contained in Chapter II. Chapter II is background information and does not represent adopted goals of the Town. Figure 3, Page 13 of the Comprehensive Plan depicts predicted population growth through 2030. Interestingly, the projections contained in the graph are right on the mark- 8,000 residents in 2013. The addition of 350 residents (4% increase) will have no appreciable impact. **(Mark Nelis)**

4. *Will daytime apartment management be on site 5 days a week? 7? Will there be overnight security? Add to proffers. (Patrick Sullivan)*

The management office will be open seven days a week initially and six days a week after lease-up. There will be four to five full time employees of the community. This is a

stark contrast to Main Street Commons and Maple Avenue Apartments, of which neither has full-time on-site management.

The Franklin Johnston Group (Managing Agent) has relationships with several area guard service companies. They are set up on a random schedule to patrol the community and provide addition presence when the office is closed. This presence give residents a heightened sense of community. **(Tom Johnston)**

5. *Is there any way to address or disprove the statements regarding an increase in crime vs. crime levels for by-right development? (Patrick Sullivan)*

Regarding crime, there have been numerous studies completed which disprove the old-fashioned stereotypes like apartments produce more crime than other types of developments. In fact, I believe we will be the only residential development in Purcellville that will do criminal background checks prior to allowing occupancy. Further, as you can see from the South Riding HOA letter, our communities and their residents are valued members of the community and produce no negative impacts on the community, when compared with any other uses. **(Tom Johnston)**

6. *The density had not been reduced contrary to the recommendation of Staff, there is concern about the total number of units. (Commissioner Paciulli)*

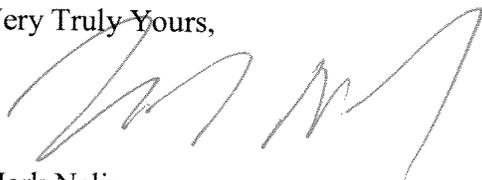
The original purchase price for the land was based upon 180 units (contract executed 4/16/12). In the fall of 2012 just prior to our initial BAR meeting (11/20/12), Staff indicated that they were concerned about the building placement and inner-connectivity of the site plan. We discussed informally a density reduction and possibly approaching the land owner seeking a price reduction to accomplish this. Then our architect addressed the design of the site (among other things) in a letter to BAR members and Staff and everybody seemed satisfied. During the last four months, the site plan was modified to place more green space in the center portion. Again, Staff indicated its satisfaction. We became only aware of the request for density reduction after reading

that request in the Staff Report dated 2/20/14. While it might seem not unreasonable to ask to eliminate one building (36 units), the applicant has spent well over \$200,000 on required/requested environmental, engineering, traffic and architectural studies which were all based upon the current site plan and unit count. Further, the applicant's funding sources and underwriting are all based upon the currently proposed development.

Reducing the number of units in the development is not feasible now. As an aside, the proposed density of 12.75 units per acre is one of the lowest density apartments sites recently approved. No logical justification was presented in the Staff Report for the density reduction. The density complies with the proposed zoning district. **(Tom Johnston)**

Please feel free to contact my office with any additional questions or concerns. I hope this response to comments is a benefit to the Commission. We look forward to our meeting on March 6<sup>th</sup>.

Very Truly Yours,



Mark Nelis

cc: Tom Johnston  
Chris Mohn  
Bill Tilley  
Mark Fontaine  
Erich Strohacker  
Eric Zimmerman

# CHART 1

Approximately, what percentage of your employees falls into each of the following age categories?

Is your facility?		14-15 years old	16-17 years old	18-20 years old	21-30 years old	31-40 years old	41-50 years old	51-60 years old	61+ years old	Average age of employees:
Indoor	Average	4%	36%	33%	35%	16%	10%	8%	8%	28
	Count	29	66	91	101	78	58	29	15	
Outdoor	Average	15%	28%	51%	21%	9%	15%	3%	3%	25
	Count	5	12	13	11	6	6	5	3	
Combination of Indoor and Outdoor	Average	8%	35%	34%	23%	9%	7%	6%	6%	26
	Count	37	79	85	82	63	54	39	29	

Approximately, what percentage of your employees falls into each of the following age categories?

In what country or region is this operation located?		14-15 years old	16-17 years old	18-20 years old	21-30 years old	31-40 years old	41-50 years old	51-60 years old	61+ years old	Average age of employee:
US/Canada	Average	5%	36%	35%	22%	11%	8%	7%	6%	27
	Count	63	141	155	145	109	92	62	41	
Asia/Pacific/Middle East	Average	19%	18%	29%	56%	21%	9%	5%	9%	28
	Count	7	10	22	36	29	19	9	4	
Latin America	Average	0%	10%	53%	40%	3%	5%			23
	Count	1	1	3	3	2	1			
Europe	Average		42%	35%	34%	17%	15%	5%	6%	27
	Count		5	9	10	7	6	2	2	

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Approximately, what percentage of your employees falls into each of the following age categories?

What was your estimated total attendance in 2011?		14-15 years old	16-17 years old	18-20 years old	21-30 years old	31-40 years old	41-50 years old	51-60 years old	61+ years old	Average age of employees:
0 - 50,000	Average	4%	39%	40%	27%	13%	11%	11%	10%	28
	Count	11	34	38	41	25	23	11	9	
50,001 - 100,000	Average	15%	39%	31%	29%	15%	12%	6%	5%	26
	Count	14	29	36	33	22	17	11	5	
100,001 - 250,000	Average	2%	32%	33%	30%	9%	5%	5%	6%	26
	Count	17	31	36	36	31	23	21	14	
More than 250,000	Average	9%	33%	35%	36%	12%	6%	4%	4%	25
	Count	13	25	34	40	32	27	14	9	

# CHART 2

How did 2011 compare to 2010 in terms of REVENUE for your business?	2011	
	Count	%
Better than 2010	132	57%
Same as 2010	31	13%
Worse than 2010	39	17%
Not Applicable (facility was not open in 2010)	30	13%
<b>TOTAL</b>	<b>232</b>	<b>100%</b>

How did 2011 compare to 2010 in terms of REVENUE for your business?	In what country or region is this operation located?							
	US/Canada		Asia/Pacific/Middle East		Latin America		Europe	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Better than 2010	93	54%	26	60%	2	50%	9	82%
Same as 2010	21	12%	8	19%	1	25%	1	9%
Worse than 2010	33	19%	5	12%			1	9%
Not Applicable (facility was not open in 2010)	25	15%	4	9%	1	25%		
<b>TOTAL</b>	<b>172</b>	<b>100%</b>	<b>43</b>	<b>100%</b>	<b>4</b>	<b>100%</b>	<b>11</b>	<b>100%</b>

How did 2011 compare to 2010 in terms of REVENUE for your business?	What was your estimated total attendance in 2011?							
	0 - 50,000		50,001 - 100,000		100,001 - 250,000		More than 250,000	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Better than 2010	20	40%	25	63%	25	61%	32	68%
Same as 2010	8	16%	2	5%	3	7%	9	19%
Worse than 2010	11	22%	11	28%	7	17%	6	13%
Not Applicable (facility was not open in 2010)	11	22%	2	5%	6	15%		
<b>TOTAL</b>	<b>50</b>	<b>100%</b>	<b>40</b>	<b>100%</b>	<b>41</b>	<b>100%</b>	<b>47</b>	<b>100%</b>

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How did 2011 compare to 2010 in terms of PROFIT for your business?	2011	
	Count	Percent
Better than 2010	129	56%
Same as 2010	33	14%
Worse than 2010	36	16%
I prefer not to say	5	2%
Not Applicable (Facility was not open in 2010)	27	12%
<b>TOTAL</b>	<b>230</b>	<b>100%</b>

# CHART 3

## Multiple Attraction Venues

Jay Dees Family Fun Center, Inwood, WV 40 miles	2007
-water park	-arcade
-batting cages	-go karts
-mini golf	
Appleland Sports Center, Stephens City, VA 34 miles	1989
-driving range	-batting cages
-go karts	-mini golf
Adventure Park USA, New Market, MD 37 miles	2005
-bumper cars	-ropes course
-arcade	-go karts
-bumper boats	-laser tag
-mini golf	-rock wall
Dulles Golf Center, Sterling, VA 20.5 miles	1997
-mini golf	-driving range
-batting cages	
Woodys Golf Range, Herndon, VA 23 miles	1980
-mini golf	
-driving range	
-batting cages	

## Go Karts Only

All Sports Grand Prix, Sterling, VA 21 miles (high speed karts only)	2001
Summit Point Karts, Summit Point, WV 27 miles (high speed karts only)	
Bandit Racing, Winchester, VA 28 miles	1970

## Bowling

Village Lanes, Leesburg, VA 10 miles	1974
King Pinz, Leesburg, VA 13 miles	2010
Bowl America Dranesville, Sterling, VA 22 miles	1984
Terrace Lanes, Frederick, MD 27 miles	1960
Northside Lanes, Winchester, VA 29 miles	1959

## Laser Tag

Panther Family Laser Tag, Sterling, VA 22 miles	2009
Laser Nation, Sterling, VA 24 miles	2009
Ultrazone Laser Tag, Falls Church, VA 43 miles	2007

Approximately, what percentage of your guests visit from these distances away from your facility?  
This question required a sum of 100

	Average	Count
0-5 miles	42%	159
6-10 miles	29%	166
11-25 miles	19%	154
26-50 miles	10%	112
51-100 miles	9%	73
101-150 miles	6%	52
151-200 miles	6%	43
200+ miles	13%	51
<b>Average distance:</b>	<b>49.4 miles</b>	

Approximately, what percentage of your guests visits from these distances away from your facility?

In what country or region is this operation located?		0-5 miles	6-10 miles	11-25 miles	26-50 miles	51-100 miles	101-150 miles	151-200 miles	200+ miles
US/Canada	Average	41%	29%	18%	10%	10%	7%	6%	10%
	Count	121	126	120	94	57	42	35	41
Asia/Pacific/ Middle East	Average	51%	31%	18%	9%	6%	4%	4%	26%
	Count	28	29	24	11	10	8	7	8
Latin America	Average	30%	40%	57%	10%	5%			1%
	Count	1	1	2	1	1			1
Europe	Average	40%	29%	28%	14%	5%	5%	10%	50%
	Count	7	8	7	5	4	1	1	1

## **Responses to NVRPA Comments/Concerns**

*Comments Outlined in 2/18/2014 Letter from Todd Hafner to Patrick Sullivan*

### Site Access at Maple Avenue

To minimize the likelihood of conflicts, the proposed commercial entrance on Maple Avenue has been shifted further north of the existing at-grade trail crossing to ensure a minimum separation of 300', measured from the trail's edge to the entrance centerline. Such separation will provide ample room for vehicles to queue while waiting to turn into the site without blocking the trail crossing on Maple Avenue. Indeed, the TIA prepared for the project indicates that the proposed shared through – left northbound lane on Maple Avenue will experience a 95<sup>th</sup>-percentile queue of 7'. As defined by the Highway Capacity Manual, the 95<sup>th</sup>-percentile queue is the queue length that has only a 5% probability of being exceeded during the analysis time period. Assuming an average car length of 25', it is therefore probable that no more than one car will queue at the Maple Avenue entrance at any given time, while the 300' separation assures capacity for up to twelve vehicles to queue without compromising trail safety, and such stacking would constitute an unlikely worst case scenario. Moreover, if ultimately required by either the Town or VDOT, such distance will enable accommodation of a dedicated left turn lane meeting VDOT standards (100' storage/100' taper) without impacting the trail crossing.

### Driveway Access to Mercke and Mason Properties

The existing business on the Merke Property, Loudoun Stairs, will be provided access to Hirst Road and Maple Avenue via the internal private road network serving the commercial acreage. Such access will eliminate the need for traffic associated with this business to use the existing private driveway that crosses the W&OD Trail. The proffer statement has been updated to include a commitment to this access arrangement. The Mason Property is not included in this rezoning application and is therefore not subject to the proffer statement or CDP. However, the location for a future inter-parcel connection will be reserved to enable access from the Mason Property to the internal road network, which will provide an alternative to the existing driveway access to Maple Avenue. The general location of the inter-parcel connection has been shown on the revised CDP, and the proffer statement has been updated to include a commitment to its reservation for future use by the Mason Property. Moreover, Proffer 2(b) has been revised as requested by NVRPA.

### Buffers

As requested by NVRPA, the Applicant will provide a 25' landscaped buffer along the length of the shared boundary with the W&OD Trail as a means of mitigating impacts on the user experience. Said buffer will ultimately extend from the visitor's center and trail connection point north to the project boundary, and will be installed incrementally with each phase of the commercial development. The CDP has been revised to show the 25' trail buffer, and further includes a buffer detail identifying the intended composition and quantity of landscape plantings. Additionally, Proffer 1(b) has been revised to include the reference to the W&OD Trail.

### Connector Trail

The proposed connector trail will be accessible to the public, and will further be designed, constructed, and maintained pursuant to NVRPA requirements, to include attainment of all necessary permits and licenses. A provision has been added to the proffer statement committing to public access to the proposed connector trail, as well as conformance to all NVRPA requirements applicable to its design, construction, and maintenance.

### Sanitary Sewer Force Mains

The Applicant acknowledges the need for NVRPA approval and permits prior to construction of the proposed sanitary sewer force mains shown on the CDP, as well as the requirement that said mains be installed via tunneling or boring under the W&OD Trail.

# CATOCTIN CREEK TOWNE CENTER

## COMPREHENSIVE PLAN AMENDMENT REZONING & SPECIAL USE PERMIT

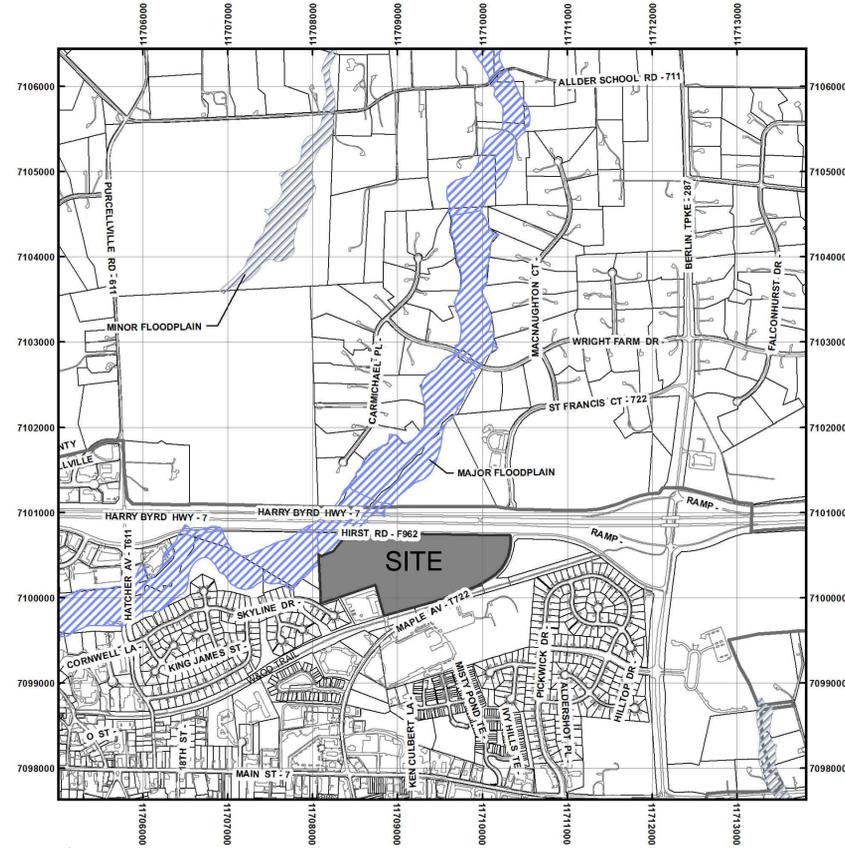
CPA#12-01, RZ#12-01, AND SUP #13-04

TOWN OF PURCELLVILLE, VIRGINIA

### NOTES:

- THE SUBJECT PROPERTY IS LOCATED WHOLLY WITHIN THE TOWN OF PURCELLVILLE, VA. CURRENT OWNER INFORMATION WAS TAKEN FROM THE LOUDOUN COUNTY REAL ESTATE TAX ASSESSMENT AND PARCEL DATABASE. THE PROJECT IS COMPOSED OF THE FOLLOWING PARCELS AMONG THE LAND RECORDS OF LOUDOUN COUNTY, VIRGINIA:
 

MCPI#	TAX MAP#	PARCEL	OWNER	ACREAGE
452-25-4468	/36/	119A	THE PURCELLVILLE LAND TRUST, MARLYS RIXEY, TRUSTEE	20.43 AC
452-15-3658	/36/	22A2	BRENT H. MERCKE	10.0 AC
487-10-9228	/36/	722/	BRENT H. MERCKE	2.0 AC
- BOUNDARY INFORMATION SHOWN HEREON WAS TAKEN FROM AN ALTA SURVEY PREPARED BY BOWMAN CONSULTING GROUP DATED 05/29/2012, AND LOUDOUN COUNTY GIS DATA.
- THIS PROPERTY IS CURRENTLY ZONED CM-1 (LOCAL SERVICE INDUSTRIAL DISTRICT) AND C-1 WITH PORTIONS OF THE PROPERTY IN THE FLOODPLAIN DISTRICT.
- THE COMPREHENSIVE PLAN AMENDMENT APPLICATION APPLIES TO THE 32.43 ACRE ASSEMBLAGE IN ITS ENTIRETY, AND PROPOSES RESIDENTIAL-MF AND MIXED COMMERCIAL LAND USE DESIGNATIONS FOR THE SITE, AS SHOWN ON THE COMPREHENSIVE PLAN AMENDMENT PLAT, SHEET 3 OF 9.
- THE REZONING APPLICATION PROPOSES THE 13.72 ACRES COMPRISING THE WESTERN PORTION OF THE SITE BE ZONED PDH-15, TO BE DEVELOPED WITH 176 MULTI-FAMILY RESIDENTIAL UNITS AND A COMMUNITY RECREATION FACILITY. THE REMAINING 18.71 ACRES IS PROPOSED TO BE ZONED MC (MIXED COMMERCIAL), WHICH WILL BE DIVIDED INTO 4 LAND BAYS ACCOMMODATING A MIX OF COMMERCIAL RECREATION AND GENERAL COMMERCIAL USES AS DEPICTED ON THE CONCEPT DEVELOPMENT PLAN, SHEET 4 OF 9.
- THE SPECIAL USE PERMIT APPLICATION PROPOSES COMMERCIAL OUTDOOR RECREATION USES ON THE 18.71 ACRES PROPOSED TO BE ZONED MC. SAID USES WILL CONSIST OF MINIATURE GOLF, BUMPER BOATS, GO-KARTS, BATTING CAGES, AND OUTDOOR EVENTS AS GENERALLY SHOWN ON THE SPECIAL USE PERMIT CONCEPT PLAN, SHEET 9 OF 9.
- TOPOGRAPHIC INFORMATION WAS TAKEN FROM AN ALTA FIELD SURVEY PREPARED BY BOWMAN CONSULTING GROUP DATED 05/29/2012, AND LOUDOUN COUNTY GIS TOPOGRAPHY DATA. GRID COORDINATES SHOWN ARE BASED ON VIRGINIA STATE PLANE COORDINATE, NORTH ZONE NAD 1983. STEEP SLOPES (SENSITIVE AND HIGHLY SENSITIVE) ARE LOCATED ON THE PROPERTY PER LOUDOUN COUNTY GIS DATA.
- AREAS OF MAJOR FLOODPLAIN ARE LOCATED ON THE PROPERTY PER THE FLOODPLAIN MAP OF LOUDOUN COUNTY. PORTIONS OF THE SITE ARE SUBJECT TO THE FLOODPLAIN DISTRICT, AS ADMINISTERED UNDER ARTICLE 12 OF THE PURCELLVILLE ZONING ORDINANCE.
- THE SITE WILL BE SUPPLIED WITH PUBLIC WATER AND SANITARY SEWER BY EXTENSION OF EXISTING SYSTEMS.
- ALL UTILITY DISTRIBUTION LINES SHALL BE PLACED UNDERGROUND.
- SOILS INFORMATION SHOWN HEREIN ARE TAKEN FROM THE LOUDOUN COUNTY GIS SOILS DATA.
- BUFFER YARDS AND LANDSCAPING SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLE 7 OF THE PURCELLVILLE ZONING ORDINANCE UNLESS OTHERWISE MODIFIED, AND AS CONCEPTUALLY DEPICTED ON SHEET 6 OF 9.
- ALL STORMWATER RUNOFF CONTROLS WILL BE PROVIDED ON SITE PER APPLICABLE STATE AND LOCAL STANDARDS. PROPOSED FACILITIES WILL INCLUDE ABOVE GROUND DETENTION AND CORRESPONDING BMP TO ENSURE APPLICABLE RUNOFF QUANTITY AND QUALITY STANDARDS ARE MET. PROPOSED FACILITIES WILL BE LOCATED AS GENERALLY SHOWN HEREIN SUBJECT TO FINAL ENGINEERING DESIGN, AND MAY BE ADJUSTED ACCORDINGLY.
- ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT TOWN OF PURCELLVILLE AND VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.
- ACCESS TO THE PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT WILL OCCUR VIA HRIST ROAD, WHICH IS A COLLECTOR ROAD PER THE 2009 PURCELLVILLE TOWNWIDE TRANSPORTATION PLAN. THE PROPOSED MULTI-FAMILY UNITS WILL BE ACCESSED FROM PRIVATELY MAINTAINED INTERNAL PARKING FACILITIES. ACCESS TO THE MIXED COMMERCIAL DEVELOPMENT WILL OCCUR VIA ENTRANCES ON HRIST ROAD AND MAPLE AVENUE. TRAVELWAYS AND PARKING WITHIN COMMERCIAL LAND BAYS WILL BE PRIVATELY OWNED AND MAINTAINED.
- EXISTING WELLS AND DRAINFIELDS ON SITE TO BE ABANDONED PER STATE AND LOCAL HEALTH DEPARTMENT STANDARDS. LOCATIONS OF EXISTING WELLS AND DRAINFIELDS ARE DEPICTED ON SHEET 8.
- ALL EXISTING STRUCTURES SHALL BE REMOVED IN ACCORDANCE TO APPLICABLE STATE AND LOCAL STANDARDS.
- NO FEDERAL OR STATE PERMITS OR CONDITIONS DIRECTLY LIMIT DEVELOPMENT OF THIS PROPERTY.
- POLLUTION SOURCE PSCS-1989-0057 AS IDENTIFIED PER LOUDOUN COUNTY GIS DATA, HAS BEEN LOCATED ON SITE AND SHOWN ON SHEET 8 OF 8 OF THIS PLAN. TO THE BEST OF THE APPLICANTS' KNOWLEDGE, THERE ARE NO OTHER TOXIC SUBSTANCES OR HAZARDOUS WASTE ON THE PROPERTY; AS DEFINED BY TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355 AND AS SET FORTH IN COMMONWEALTH OF VIRGINIA DEPARTMENT OF WASTE MANAGEMENT.
- THERE ARE NO KNOWN GRAVES OR BURIAL SITES THAT WILL BE IMPACTED BY THE PROPOSED DEVELOPMENT.
- A TRAFFIC IMPACT ANALYSIS WAS PREPARED BY BOWMAN CONSULTING GROUP DATED SEPTEMBER, 2013 AND WILL BE SUBMITTED UNDER SEPARATE COVER. THE PROPOSED IMPROVEMENTS ARE DEPICTED AND DESCRIBED ON THE CIRCULATION PLAN, SHEET 5 OF 9. THE CONFIGURATION OF IMPROVEMENTS SHOWN ON THIS PLAN IS CONCEPTUAL AND MAY VARY WITH FINAL ENGINEERING DESIGN PURSUANT TO VDOT REQUIREMENTS.
- WETLANDS SHOWN ARE FROM A WETLANDS DELINEATION PREPARED BY BOWMAN CONSULTING GROUP DATED 06/21/2013 AND JURISDICTIONAL DETERMINATION (PROJECT NUMBER 2012-1442), DATED AUGUST 28, 2012 BY USACE.
- THE PROPOSED DEVELOPMENT CONFORMS TO THE PROVISIONS OF ALL APPLICABLE ORDINANCES, REGULATIONS AND ADOPTED STANDARDS.
- A TREE INVENTORY WILL BE CONDUCTED PRIOR TO ANY GRADING OF THE SITE.
- ALL LIGHTING WILL MEET THE DARK SKY REGULATIONS FOUND IN THE TOWN OF PURCELLVILLE ZONING ORDINANCE.
- ALL WATER AND SEWER INFRASTRUCTURE PROPOSED WITHIN THE PROJECT WILL BE PRIVATELY MAINTAINED. SAID INFRASTRUCTURE SHALL BE DESIGNED AND CONSTRUCTED PER TOWN OF PURCELLVILLE SPECIFICATIONS, AND CONNECT TO EXTERNAL PUBLIC SYSTEMS AS GENERALLY DEPICTED ON THE CONCEPT DEVELOPMENT PLAN (SHEET 4).



VICINITY MAP

1"=1000'

### SHEET INDEX

- COVER SHEET
- CONTEXT MAP
- COMPREHENSIVE PLAN AMENDMENT PLAT
- CONCEPT DEVELOPMENT PLAN
- CIRCULATION PLAN
- GREEN INFRASTRUCTURE & CONCEPTUAL LANDSCAPE PLAN
- CONCEPTUAL GRADING AND SWM PLAN
- EXISTING CONDITIONS & REZONING PLAT
- SPECIAL USE PERMIT CONCEPT PLAN

**OWNER**  
THE PURCELLVILLE LAND TRUST,  
MARLYS RIXEY, TRUSTEE

6401 LITTLE LEIGH CT.  
CABIN JOHN, MD 20818-1625

**MERCKE, BRENT H.**  
35487 SNAKE HILL RD.  
MIDDLEBURG, VA 20117-3607

**APPLICANT**  
S.L. NUSBAUM REALTY COMPANY,  
CONTRACT PURCHASER

1700 WELLS FARGO CENTER  
440 MONTICELLO AVENUE  
NORFOLK, VA 23510

**APPLICANT**  
TILLEY'S ENTERTAINMENT  
43025 HEDGEAPPLE CT.  
ASHBURN, VA 20147

**Bowman**  
CONSULTING

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COVER SHEET  
CATOCTIN CREEK TOWNE CENTER  
COMPREHENSIVE PLAN AMENDMENT  
REZONING & SPECIAL USE PERMIT  
TOWN OF PURCELLVILLE, VIRGINIA

PLAN STATUS	
01/15/14	PER TOWN COMMENTS
02/27/14	PER TOWN COMMENTS

DATE	DESCRIPTION
JAE DESIGN	CIM DRAWN CMM CHKD
SCALE	H: AS SHOWN V:

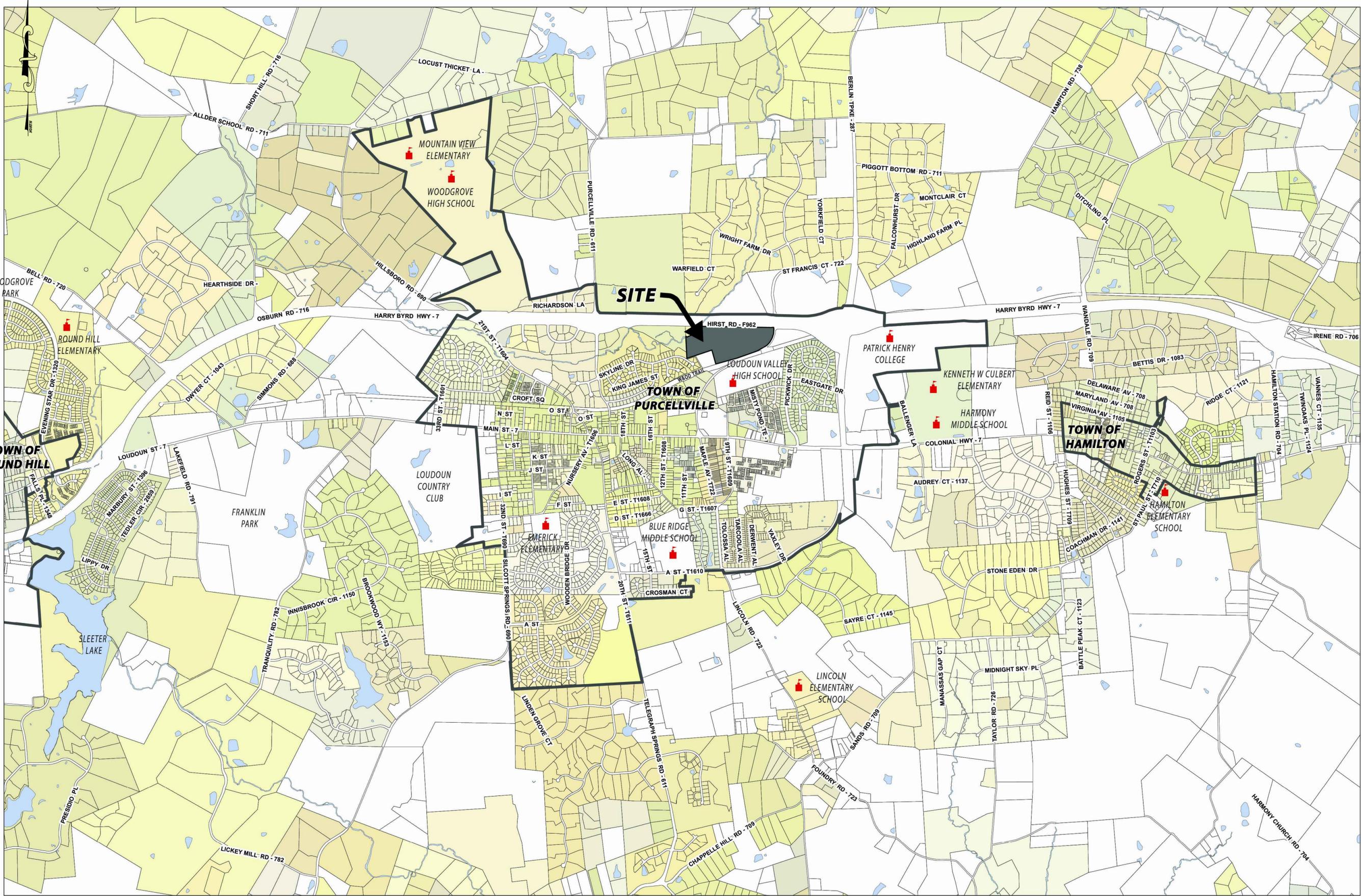
JOB No. 5384-01-002

DATE OCTOBER 1, 2013

FILE No. 5384-D-ZP-002

SHEET 1 OF 9

Code file name: \\c:\pds\new\_projects\5384 - Purcellville Town Center Apartments\5384-01-002 (P1) - Comp Plan Amendment & Rezoning\Planning\Rezoning\Cover.dwg



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CONTEXT MAP  
CATOCTIN CREEK TOWNE CENTER  
COMPREHENSIVE PLAN AMENDMENT  
REZONING & SPECIAL USE PERMIT  
TOWN OF PURCELLVILLE, VIRGINIA

PLAN STATUS	
01/15/14	PER TOWN COMMENTS
02/27/14	PER TOWN COMMENTS

DATE	DESCRIPTION
JAE DESIGN	CIM DRAWN
	CMM CHKD
SCALE	H: NTS
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JOB No.	5384-01-002
DATE	OCTOBER 1, 2013
FILE No.	5384-D-ZP-002

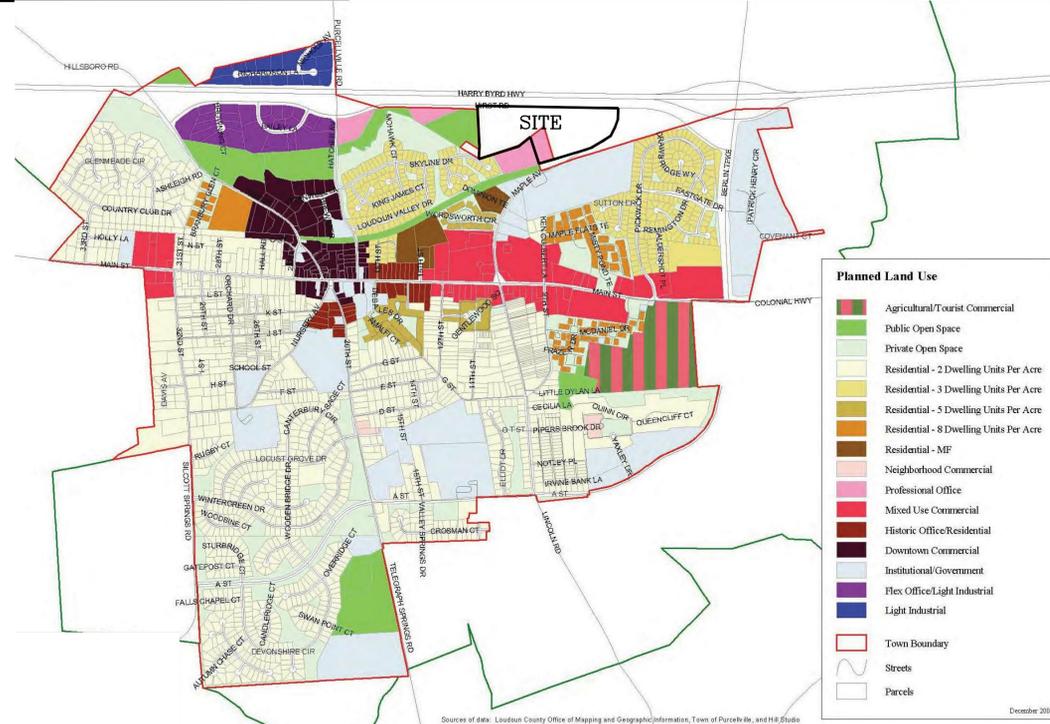
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**LEGEND**

- PROPERTY BOUNDARY
- MAJOR FLOODPLAIN
- 500' 10' CONTOUR LINE
- 502' 2' CONTOUR LINE
- EDGE OF PAVEMENT
- CENTER LINE ROAD
- TREE LINE
- LIMITS OF COMPREHENSIVE PLAN AMENDMENT
- WETLANDS

**LAND USE TABULATIONS**

TOTAL SITE AREA: 32.43 ACRES  
 PROPOSED RESIDENTIAL MF: 13.72 ACRES  
 PROPOSED MIXED COMMERCIAL: 18.71 ACRES



PURCELLVILLE PLANNED LAND USE MAP

HARRY BYRD HIGHWAY - ROUTE 7  
 RURAL PRINCIPAL ARTERIAL - 55 MPH  
 (300' VARIABLE WIDTH ROW)

HIRSI ROAD - ROUTE F962  
 LOCAL ROAD - 45 MPH  
 (300' VARIABLE WIDTH ROW)

EX. MAJOR FLOODPLAIN

PROPOSED PLANNED LAND USE:  
 RESIDENTIAL-MF  
 13.72 AC.

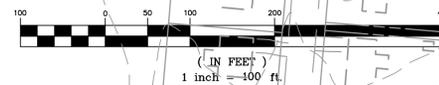
PROPOSED PLANNED LAND USE:  
 MIXED COMMERCIAL  
 18.71 AC.

N. MAPLE AVE.  
 LOCAL ROAD - 25 MPH  
 (42' ROW WIDTH)

W&OD TRAIL

N. MAPLE AVENUE  
 LOCAL ROAD - 25 MPH

GRAPHIC SCALE



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COMPREHENSIVE PLAN AMENDMENT PLAT  
**CATOCTIN CREEK TOWNE CENTER**  
 COMPREHENSIVE PLAN AMENDMENT  
 REZONING & SPECIAL USE PERMIT  
 TOWN OF PURCELLVILLE, VIRGINIA

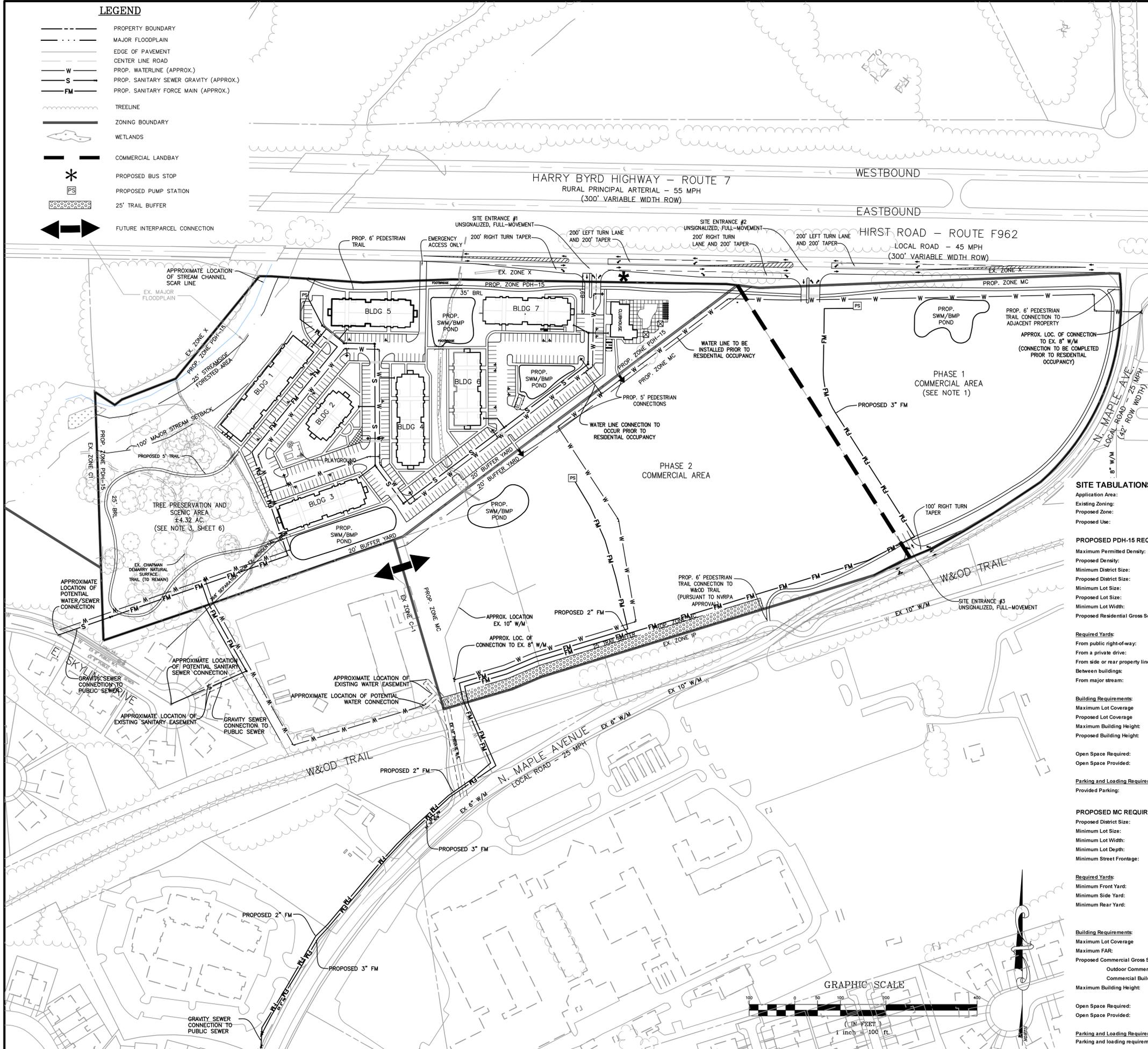
PLAN STATUS	
01/15/14	PER TOWN COMMENTS
02/27/14	PER TOWN COMMENTS

DATE	DESCRIPTION
JAE DESIGN	CIM DRAWN
	CMM CHKD
SCALE	H: 1"=100'
	V: 1"=100'
JOB No.	5384-01-002
DATE	OCTOBER 1, 2013
FILE No.	5384-D-ZP-002

Doc file name: \\c:\p\proj\proj\5384 - Purcellville Town Center Apartments\5384-01-002 (PLN) - Comp Plan Amendment & Rezoning\Planning\resoncomp PLAN AMENDMENT.dwg

**LEGEND**

- PROPERTY BOUNDARY
- - - MAJOR FLOODPLAIN
- EDGE OF PAVEMENT
- CENTER LINE ROAD
- W — PROP. WATERLINE (APPROX.)
- S — PROP. SANITARY SEWER GRAVITY (APPROX.)
- FM — PROP. SANITARY FORCE MAIN (APPROX.)
- TREELINE
- ZONING BOUNDARY
- WETLANDS
- COMMERCIAL LANDBAY
- \* PROPOSED BUS STOP
- PS PROPOSED PUMP STATION
- 25' TRAIL BUFFER
- ↔ FUTURE INTERPARCEL CONNECTION



**FIRE PROTECTION MAP**  
SCALE: 1"=200'

NOTE:  
1. PHASE 1 COMMERCIAL AREA TO BE DEVELOPED IN GENERAL CONFORMANCE WITH COMMERCIAL RECREATION USES AS SHOWN ON THE SUP CONCEPT PLAN (SHEET 9).

**SITE TABULATIONS**

Application Area:	32.43 AC
Existing Zoning:	CM-1 (Local Service Industrial), C-1 (Office Commercial District)
Proposed Zoning:	PDH-15 (Planned Development Housing), MC (Mixed Commercial)
Proposed Use:	Multi-Family Residential, Mixed Commercial

**PROPOSED PDH-15 REQUIREMENTS & TABULATIONS**

Maximum Permitted Density:	15 DU/ 1 AC (486 Units)
Proposed Density:	8.61 DU/ 1 AC (176 Max. Total Units)
Minimum District Size:	5.00 AC
Proposed District Size:	13.72 AC
Minimum Lot Size:	None
Proposed Lot Size:	13.72 AC
Minimum Lot Width:	None
Proposed Residential Gross Square Footage:	± 230,442 SF

Required Yards:	Required	Proposed
From public right-of-way:	35'	35'
From a private drive:	15'	>15'
From side or rear property line:	25'	>25'
Between buildings:	25'	>25'
From major stream:	100'	>100'

<b>Building Requirements:</b>	
Maximum Lot Coverage	40%
Proposed Lot Coverage	12%
Maximum Building Height:	45'
Proposed Building Height:	<45'

Open Space Required:	35% (4.80 Ac.)
Open Space Provided:	±41% (5.69 Ac.)

<b>Parking and Loading Requirements:</b>	
Provided Parking:	370 Spaces

**PROPOSED MC REQUIREMENTS & TABULATIONS**

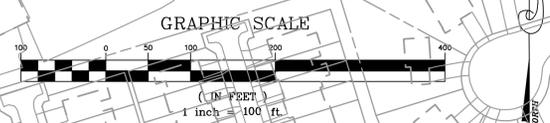
Proposed District Size:	18.71 AC
Minimum Lot Size:	20,000 SF
Minimum Lot Width:	100'
Minimum Lot Depth:	150'
Minimum Street Frontage:	50'

Required Yards:	Required	Proposed
Minimum Front Yard:	10'	>10'
Minimum Side Yard:	15'	>15'
Minimum Rear Yard:	20'	>40'
	40' if adjacent to Residential	

<b>Building Requirements:</b>	
Maximum Lot Coverage	40%
Maximum FAR:	0.6
Proposed Commercial Gross Square Footage:	± 228,350 SF (28 FAR)
Outdoor Commercial Recreation:	± 163,350 SF
Commercial Buildings:	± 65,000 SF
Maximum Building Height:	45'

Open Space Required:	25% (4.68 Ac.)
Open Space Provided:	Min. 30% (5.61 Ac.)

**Parking and Loading Requirements:**  
Parking and loading requirements shall be provided in accordance with Article 6 of the Town of Purcellville Zoning Ordinance.



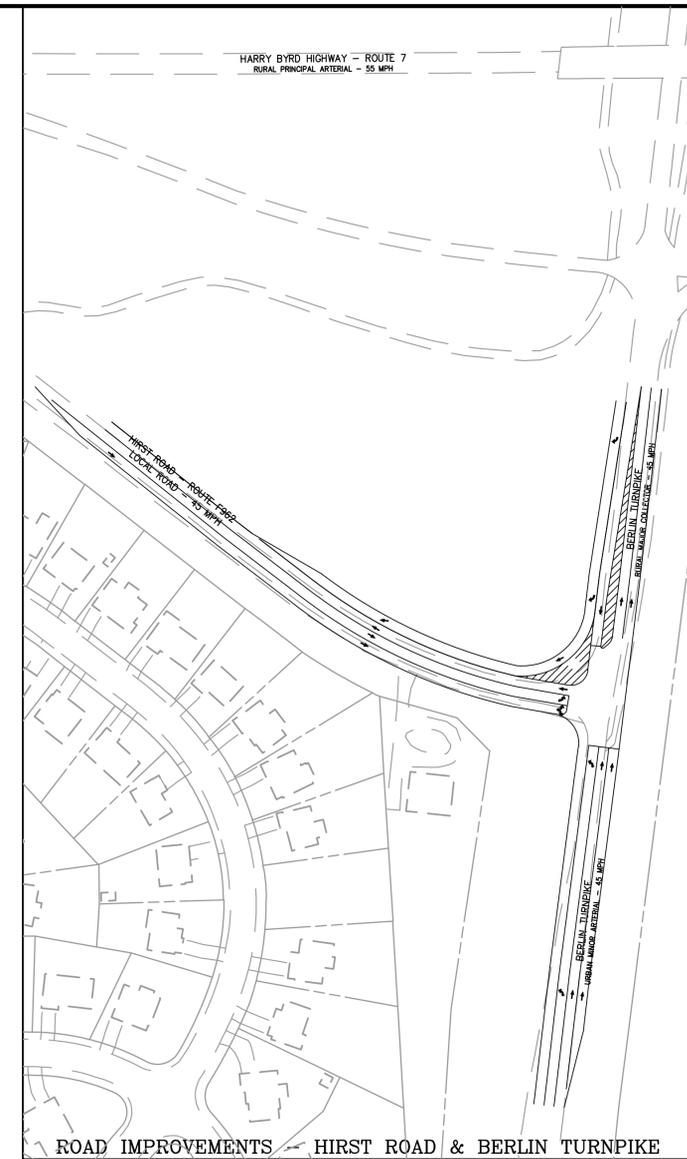
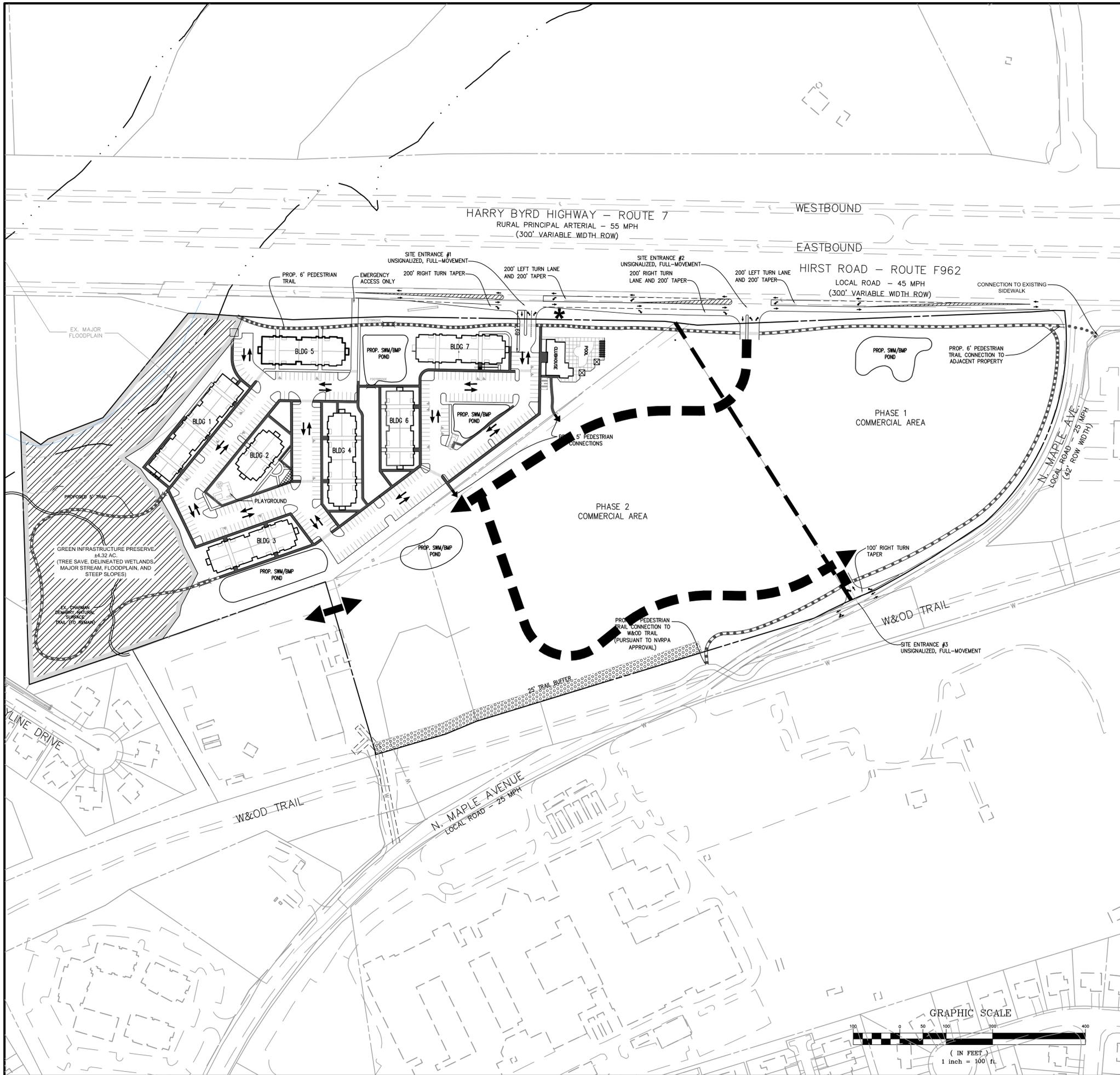
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**CONCEPT DEVELOPMENT PLAN**  
**CATOCOTIN CREEK TOWNE CENTER**  
**COMPREHENSIVE PLAN AMENDMENT**  
**REZONING & SPECIAL USE PERMIT**  
TOWN OF PURCELLVILLE, VIRGINIA

PLAN STATUS	
01/15/14	PER TOWN COMMENTS
02/27/14	PER TOWN COMMENTS

DATE	DESCRIPTION
JAE DESIGN	CIM DRAWN
	CMM CHKD
	SCALE H: 1"=100'
JOB No.	5384-01-002
DATE	OCTOBER 1, 2013
FILE No.	5384-D-ZP-002
SHEET	4 OF 9

Doc file name: \\c:\pds\new\_projects\5384 - Purcellville Town Center Apartments\5384-01-002 (PLN) - Comp Plan Amendment & Rezoning\Planning\Rezoning\Concept Development Plan.dwg



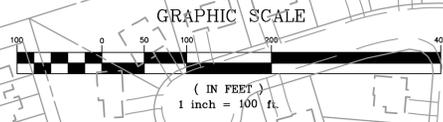
- NOTES**
- THIS PLAN DEMONSTRATES PEDESTRIAN AND VEHICLE CIRCULATION ONLY.
  - HIRST ROAD IMPROVEMENTS INCLUDE PROVISION OF A WEST BOUND LEFT TURN LANE PER FINDINGS OF TRAFFIC STUDY. PREPARED BY BOWMAN CONSULTING GROUP. CONFIGURATION AND DESIGN OF SAID IMPROVEMENTS WILL BE DETERMINED AT FINAL ENGINEERING PURSUANT TO VDOT REQUIREMENTS.
  - IMPROVEMENTS TO THE INTERSECTION OF HIRST AND BERLIN TURNPIKE INCLUDE:
    - CONVERT THE SOUTHBOUND RIGHT TURN LANE ON BERLIN TURNPIKE INTO A FREE FLOW LANE AND ADD A WESTBOUND RECEIVING LANE ON HIRST ROAD.
    - ADD AN EASTBOUND SHARED LEFT-RIGHT TURN LANE ON HIRST ROAD AND ESTABLISH THE EXISTING LANE AS A DEDICATED LEFT TURN LANE.
    - ADD A SECOND NORTHBOUND THROUGH LANE ON BERLIN TURNPIKE THAT WOULD EXTEND THROUGH THE INTERSECTION AND CONNECT TO THE NORTHBOUND RIGHT TURN LANE AT THE BERLIN TURNPIKE/VA ROUTE 7 BYPASS EASTBOUND RAMP INTERSECTION.
    - MODIFY THE EXISTING TRAFFIC SIGNAL TO ACCOMMODATE THE IMPROVEMENTS.
  - PROPOSED BUS STOP LOCATION IS CONCEPTUAL AND WILL BE DETERMINED AT FINAL ENGINEERING DESIGN WITH INPUT FROM TOWN OF PURCELLVILLE AND VIRGINIA REGIONAL TRANSIT.
  - PEDESTRIAN CONNECTIONS TO COMMERCIAL LAND BAYS REFLECT GENERAL LOCATIONS AND MAY VARY WITH FINAL ENGINEERING DESIGN.

**LEGEND**

	PROPOSED BUS STOP
	GREEN INFRASTRUCTURE PRESERVE
	PROPOSED TWO-WAY VEHICLE ACCESS
	PROPOSED SIDEWALK
	PROPOSED 6' TRAIL
	EXISTING NATURAL SURFACE TRAIL (TO REMAIN)
	PROPERTY BOUNDARY
	MAJOR FLOODPLAIN
	INTERNAL COMMERCIAL CIRCULATION (PRIVATE)
	FUTURE INTER-PARCEL CONNECTION
	25' TRAIL BUFFER

**VDOT ACCESS MANAGEMENT INFORMATION**

	SITE ENTRANCE #1	SITE ENTRANCE #2	SITE ENTRANCE #3
CORNER CLEARANCE (VDOT STD. = 50 FT MIN.)	89' FT (from EBR turn lane EOP)	N/A	N/A
CENTERLINE-CENTERLINE SPACING DISTANCE (VDOT STD. 50 FT MIN.)	493 FT (to Site Entrance #2)	697 FT (to N Maple Ave)	858 FT (to Hirst Rd)



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**CIRCULATION PLAN**

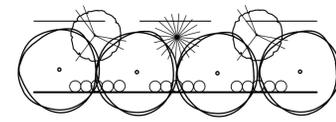
**CATOCTIN CREEK TOWNE CENTER**  
**COMPREHENSIVE PLAN AMENDMENT**  
**REZONING & SPECIAL USE PERMIT**  
TOWN OF PURCELLVILLE, VIRGINIA

PLAN STATUS	
01/15/14	PER TOWN COMMENTS
02/27/14	PER TOWN COMMENTS

DATE	DESCRIPTION
JAE	CIM
DESIGN	DRAWN
SCALE	H: 1" = 100'
SCALE	V: 1" = 100'
JOB No.	5384-01-002
DATE	OCTOBER 1, 2013
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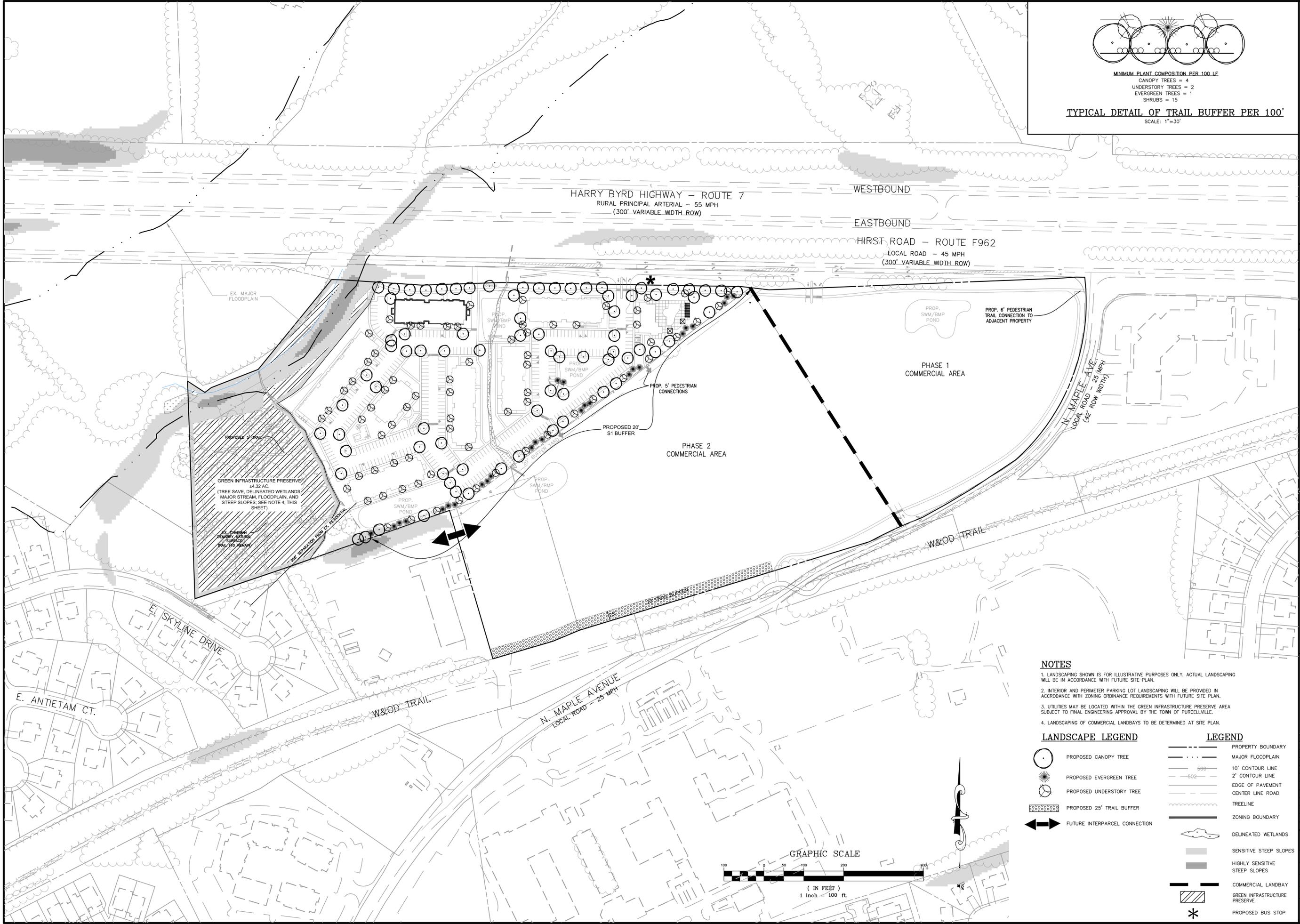
SHEET **5** OF **9**

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MINIMUM PLANT COMPOSITION PER 100 LF  
 CANOPY TREES = 4  
 UNDERSTORY TREES = 2  
 EVERGREEN TREES = 1  
 SHRUBS = 15  
**TYPICAL DETAIL OF TRAIL BUFFER PER 100'**  
 SCALE: 1"=30'

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GREEN INFRASTRUCTURE & CONCEPTUAL LANDSCAPE PLAN  
**CATOCTIN CREEK TOWNE CENTER**  
 COMPREHENSIVE PLAN AMENDMENT  
 REZONING & SPECIAL USE PERMIT  
 TOWN OF PURCELLVILLE, VIRGINIA

**NOTES**

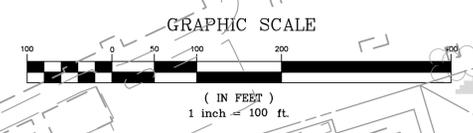
- LANDSCAPING SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LANDSCAPING WILL BE IN ACCORDANCE WITH FUTURE SITE PLAN.
- INTERIOR AND PERIMETER PARKING LOT LANDSCAPING WILL BE PROVIDED IN ACCORDANCE WITH ZONING ORDINANCE REQUIREMENTS WITH FUTURE SITE PLAN.
- UTILITIES MAY BE LOCATED WITHIN THE GREEN INFRASTRUCTURE PRESERVE AREA SUBJECT TO FINAL ENGINEERING APPROVAL BY THE TOWN OF PURCELLVILLE.
- LANDSCAPING OF COMMERCIAL LANDBAYS TO BE DETERMINED AT SITE PLAN.

**LANDSCAPE LEGEND**

- PROPOSED CANOPY TREE
- PROPOSED EVERGREEN TREE
- PROPOSED UNDERSTORY TREE
- PROPOSED 25' TRAIL BUFFER
- FUTURE INTERPARCEL CONNECTION

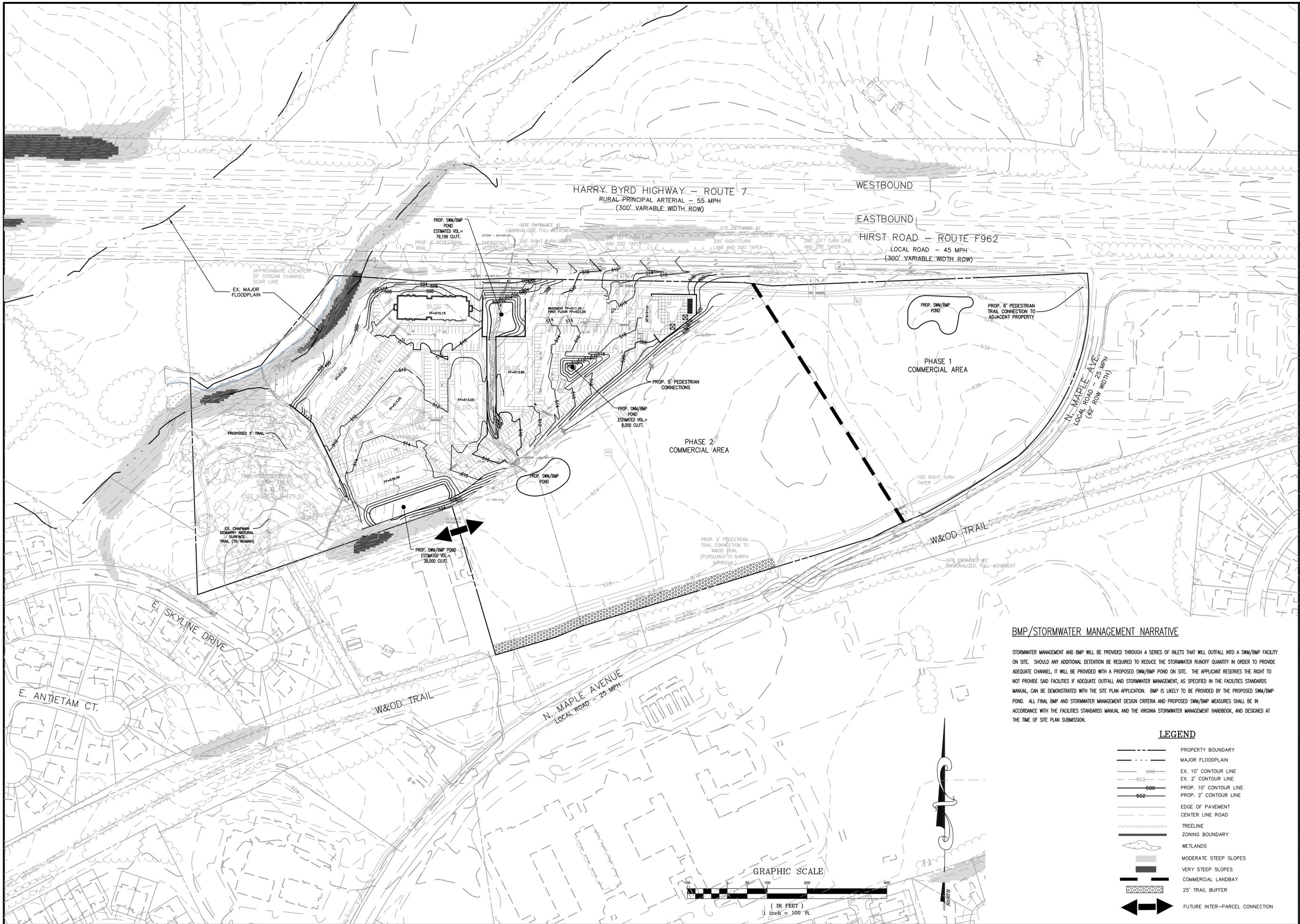
**LEGEND**

- PROPERTY BOUNDARY
- MAJOR FLOODPLAIN
- 10' CONTOUR LINE
- 2' CONTOUR LINE
- EDGE OF PAVEMENT
- CENTER LINE ROAD
- TREELINE
- ZONING BOUNDARY
- DELINEATED WETLANDS
- SENSITIVE STEEP SLOPES
- HIGHLY SENSITIVE STEEP SLOPES
- COMMERCIAL LANDBAY
- GREEN INFRASTRUCTURE PRESERVE
- PROPOSED BUS STOP



PLAN STATUS		
01/15/14	PER TOWN COMMENTS	
02/27/14	PER TOWN COMMENTS	
DATE DESCRIPTION		
JAE DESIGN	CIM DRAWN	CMH CHKD
SCALE: H: 1" = 100'		
JOB No.	5384-01-002	
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FILE No.	5384-D-ZP-002	
SHEET	6 OF 9	

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HARRY BYRD HIGHWAY - ROUTE 7  
RURAL PRINCIPAL ARTERIAL - 55 MPH  
(300' VARIABLE WIDTH ROW)

WESTBOUND

EASTBOUND

HIRST ROAD - ROUTE F962  
LOCAL ROAD - 45 MPH  
(300' VARIABLE WIDTH ROW)

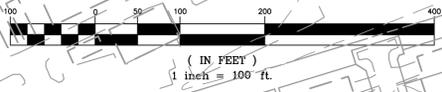
**BMP/STORMWATER MANAGEMENT NARRATIVE**

STORMWATER MANAGEMENT AND BMP WILL BE PROVIDED THROUGH A SERIES OF INLETS THAT WILL OUTFALL INTO A SWM/BMP FACILITY ON SITE. SHOULD ANY ADDITIONAL DETENTION BE REQUIRED TO REDUCE THE STORMWATER RUNOFF QUANTITY IN ORDER TO PROVIDE ADEQUATE CHANNEL, IT WILL BE PROVIDED WITH A PROPOSED SWM/BMP POND ON SITE. THE APPLICANT RESERVES THE RIGHT TO NOT PROVIDE SAND FACILITIES IF ADEQUATE OUTFALL AND STORMWATER MANAGEMENT, AS SPECIFIED IN THE FACILITIES STANDARDS MANUAL, CAN BE DEMONSTRATED WITH THE SITE PLAN APPLICATION. BMP IS LIKELY TO BE PROVIDED BY THE PROPOSED SWM/BMP POND. ALL FINAL BMP AND STORMWATER MANAGEMENT DESIGN CRITERIA AND PROPOSED SWM/BMP MEASURES SHALL BE IN ACCORDANCE WITH THE FACILITIES STANDARDS MANUAL AND THE VIRGINIA STORMWATER MANAGEMENT HANDBOOK, AND DESIGNED AT THE TIME OF SITE PLAN SUBMISSION.

**LEGEND**

- PROPERTY BOUNDARY
- - - MAJOR FLOODPLAIN
- 500 EX. 10' CONTOUR LINE
- 502 EX. 2' CONTOUR LINE
- 500 PROP. 10' CONTOUR LINE
- 502 PROP. 2' CONTOUR LINE
- EDGE OF PAVEMENT
- CENTER LINE ROAD
- TREELINE
- ZONING BOUNDARY
- WETLANDS
- MODERATE STEEP SLOPES
- VERY STEEP SLOPES
- COMMERCIAL LANDBAY
- 25' TRAIL BUFFER
- ← → FUTURE INTER-PARCEL CONNECTION

GRAPHIC SCALE

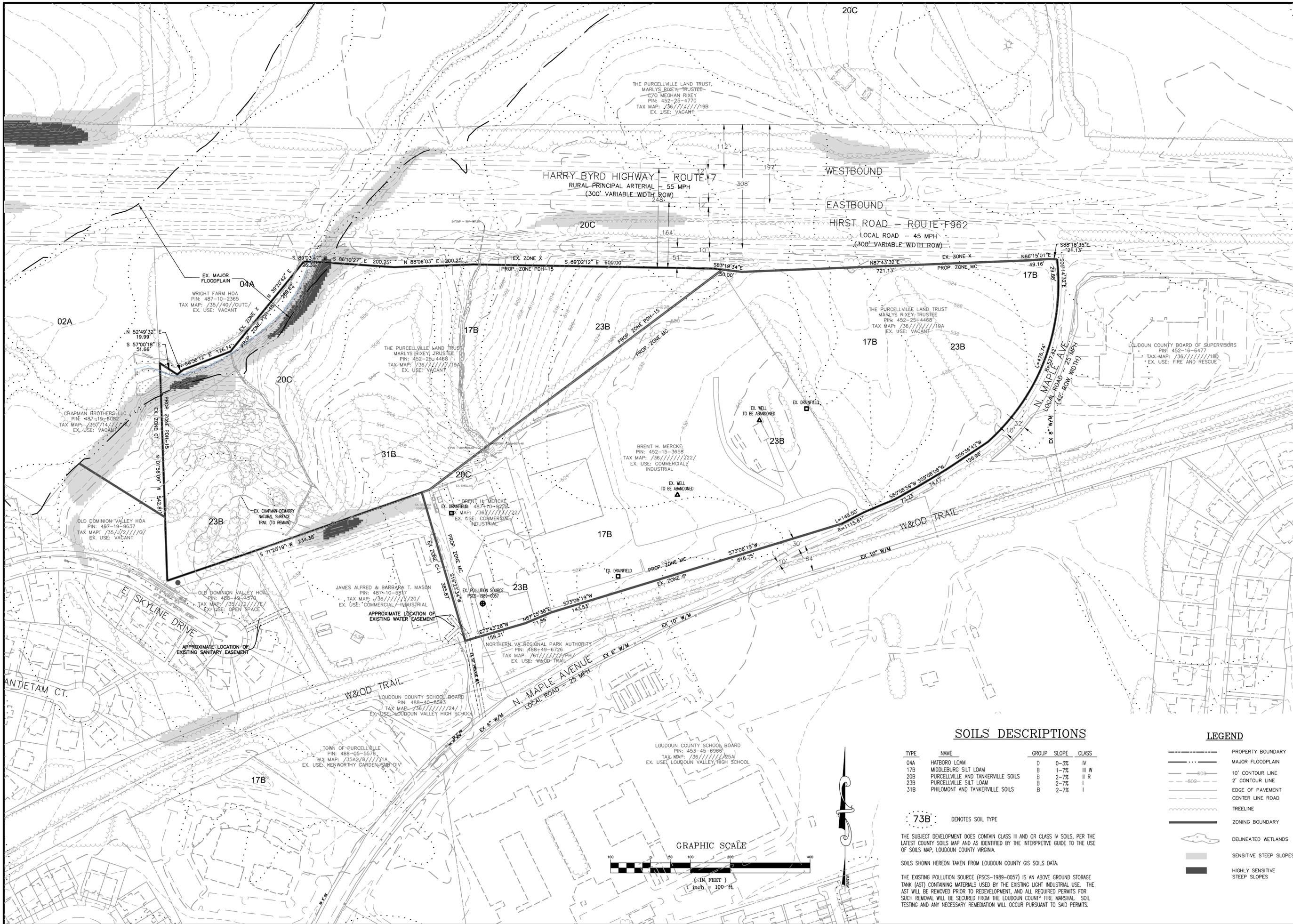


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CONCEPTUAL GRADING AND SWM PLAN  
**CATOCIN CREEK TOWNE CENTER**  
COMPREHENSIVE PLAN AMENDMENT  
REZONING & SPECIAL USE PERMIT  
TOWN OF PURCELLVILLE, VIRGINIA

PLAN STATUS		
01/15/14	PER TOWN COMMENTS	
02/27/14	PER TOWN COMMENTS	
DATE	DESCRIPTION	
JAE	CIM	CMM
DESIGN	DRAWN	CHKD
SCALE	H: 1"=100'	
JOB No. 5384-01-002		
DATE OCTOBER 1, 2013		
FILE No. 5384-D-ZP-002		
SHEET		7 OF 9

Doc file name: \\c:\pds\new\_projects\5384 - Purcellville Town Center Apartments\5384-01-002 (P1) - Comp Plan Amendment & Rezoning\Planning\Rezononing\Plan.dwg



### SOILS DESCRIPTIONS

TYPE	NAME	GROUP	SLOPE	CLASS
04A	HATBORO LOAM	D	0-3%	IV
17B	MIDDLEBURG SILT LOAM	B	1-7%	III W
20B	PURCELLVILLE AND TANKERVILLE SOILS	B	2-7%	II R
23B	PURCELLVILLE SILT LOAM	B	2-7%	I
31B	PHILOMONT AND TANKERVILLE SOILS	B	2-7%	I

73B DENOTES SOIL TYPE

THE SUBJECT DEVELOPMENT DOES CONTAIN CLASS III AND OR CLASS IV SOILS, PER THE LATEST COUNTY SOILS MAP AND AS IDENTIFIED BY THE INTERPRETIVE GUIDE TO THE USE OF SOILS MAP, LOUDOUN COUNTY VIRGINIA.

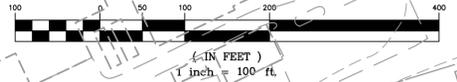
SOILS SHOWN HEREON TAKEN FROM LOUDOUN COUNTY GIS SOILS DATA.

THE EXISTING POLLUTION SOURCE (PSCS-1989-0057) IS AN ABOVE GROUND STORAGE TANK (AST) CONTAINING MATERIALS USED BY THE EXISTING LIGHT INDUSTRIAL USE. THE AST WILL BE REMOVED PRIOR TO REDEVELOPMENT, AND ALL REQUIRED PERMITS FOR SUCH REMOVAL WILL BE SECURED FROM THE LOUDOUN COUNTY FIRE MARSHAL. SOIL TESTING AND ANY NECESSARY REMEDIATION WILL OCCUR PURSUANT TO SAID PERMITS.

### LEGEND

- PROPERTY BOUNDARY
- MAJOR FLOODPLAIN
- 10' CONTOUR LINE
- 2' CONTOUR LINE
- EDGE OF PAVEMENT
- CENTER LINE ROAD
- TRESTLE
- ZONING BOUNDARY
- DELINEATED WETLANDS
- SENSITIVE STEEP SLOPES
- HIGHLY SENSITIVE STEEP SLOPES

### GRAPHIC SCALE



PLAN STATUS		
01/15/14	PER TOWN COMMENTS	
02/27/14	PER TOWN COMMENTS	
DATE	DESCRIPTION	
JAE	CIM	CMM
DESIGN	DRAWN	CHKD
SCALE	H: 1"=100'	
JOB No.	5384-01-002	
DATE	OCTOBER 1, 2013	
FILE No.	5384-D-ZP-002	
SHEET	8 OF 9	

**LEGEND**

- PROPERTY BOUNDARY
- MAJOR FLOODPLAIN
- EDGE OF PAVEMENT
- CENTER LINE ROAD
- W --- PROP. WATERLINE (APPROX.)
- S --- PROP. SANITARY SEWER (APPROX.)
- S --- PROP. SANITARY FORCE MAIN (APPROX.)
- TREELINE
- ZONING BOUNDARY
- WETLANDS
- COMMERCIAL LANDBAY
- FUTURE INTERPARCEL CONNECTION
- 25' TRAIL BUFFER

**NOTES:**

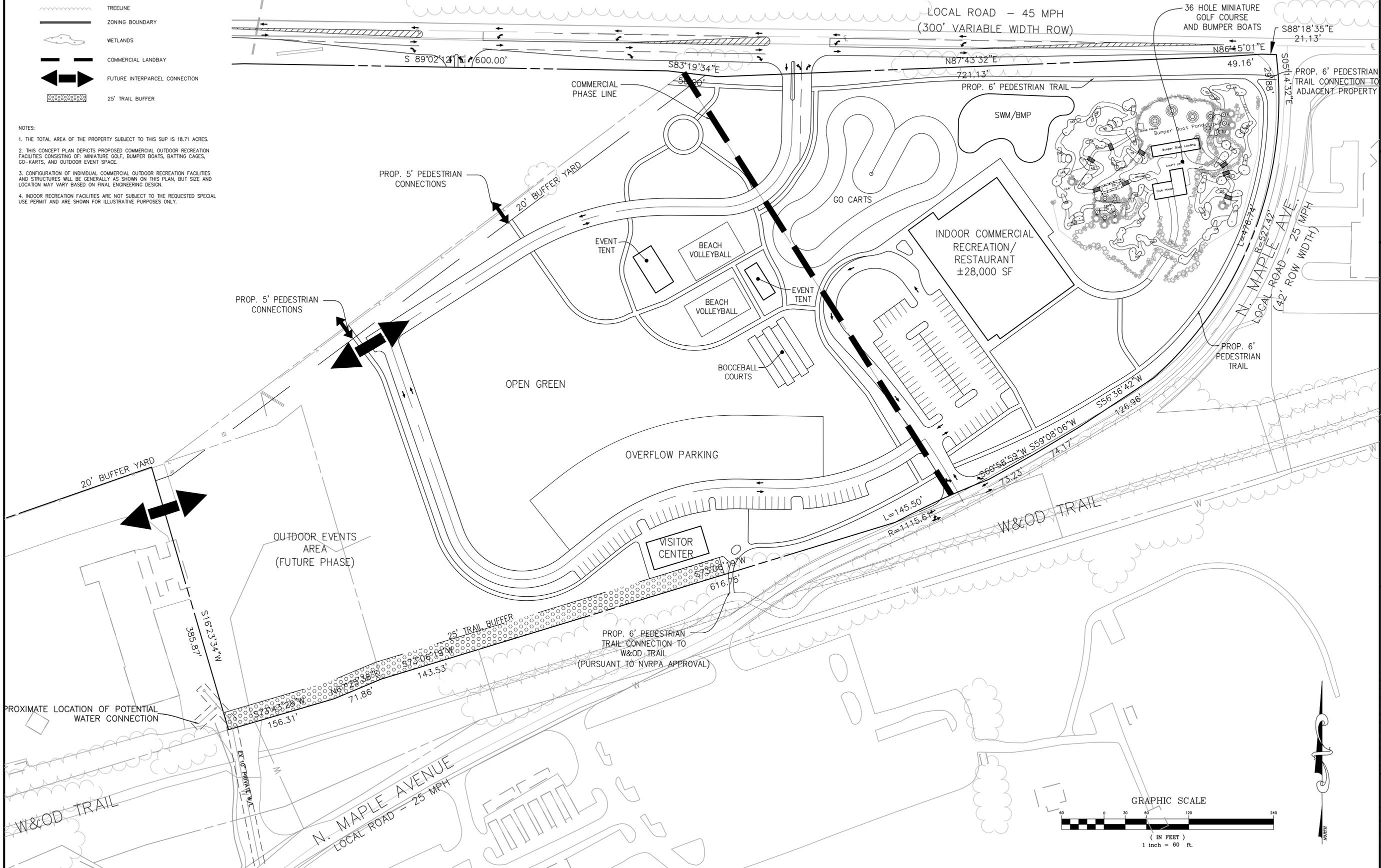
1. THE TOTAL AREA OF THE PROPERTY SUBJECT TO THIS SUP IS 18.71 ACRES.
2. THIS CONCEPT PLAN DEPICTS PROPOSED COMMERCIAL OUTDOOR RECREATION FACILITIES CONSISTING OF: MINIATURE GOLF, BUMPER BOATS, BATTING CAGES, GO-KARTS, AND OUTDOOR EVENT SPACE.
3. CONFIGURATION OF INDIVIDUAL COMMERCIAL OUTDOOR RECREATION FACILITIES AND STRUCTURES WILL BE GENERALLY AS SHOWN ON THIS PLAN, BUT SIZE AND LOCATION MAY VARY BASED ON FINAL ENGINEERING DESIGN.
4. INDOOR RECREATION FACILITIES ARE NOT SUBJECT TO THE REQUESTED SPECIAL USE PERMIT AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.

HARRY BYRD HIGHWAY – ROUTE 7  
RURAL PRINCIPAL ARTERIAL – 55 MPH  
(300' VARIABLE WIDTH ROW)

WESTBOUND

EASTBOUND

HIRST ROAD – ROUTE F962  
LOCAL ROAD – 45 MPH  
(300' VARIABLE WIDTH ROW)



**Bowman**  
CONSULTING

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SPECIAL USE PERMIT CONCEPT PLAN  
CATOCTIN CREEK TOWNE CENTER  
COMPREHENSIVE PLAN AMENDMENT  
REZONING & SPECIAL USE PERMIT  
TOWN OF PURCELLVILLE, VIRGINIA

PLAN STATUS		
01/15/14	PER TOWN COMMENTS	
02/27/14	PER TOWN COMMENTS	

DATE	DESCRIPTION
JAE DESIGN	CIM DRAWN
	CMM CHKD
SCALE: H: 1"=60'	
V: 1"=60'	
JOB No.	5384-01-002
DATE	OCTOBER 1, 2013
FILE No.	5384-D-ZP-002

Cat file name: \\c:\pds\new\_projects\5384 - Purcellville Town Center Amendments\5384-01-002 (P.L.) - Comp Plan Amendment & Rezonning\Planning\Rezonning\Special Use Permit Plan.dwg