

April 3, 2013

VIA EMAIL
ORIGINAL TO FOLLOW VIA U.S. MAIL

Tracey D Shiflett, AICP
Planning and Zoning Manager
Town of Purcellville Virginia
221 S. Nursery Avenue
Purcellville, VA 20132



**Re: Catoctin Creek Apartments • Purcellville, Virginia
Responses to Review Letter dated 11.26.2012**

Dear Tracey:

Regarding the application for the Catoctin Creek Apartments, we offer the following responses to the design review comments included in your letter of November 26, 2012. We attach the revised Site Plan, typical apartment building elevation, and the clubhouse elevations to coincide with our responses contained herein. Our goal in forwarding these responses is to get your continued input on the design as it evolves so that we can incorporate or respond to as many comments as possible prior to our re-submission to the BAR.

Your comments are in italics, with our responses directly following:

The clubhouse design is in keeping with the design guidelines.

See our response below in a comment concerning overall changes we have made to the clubhouse.

The small ridge caps on the buildings are appropriate.

The Board will want to see much more design detail in the next submission, including, but not limited to mail kiosks, gates, fences, outside amenities at the clubhouse, dumpster enclosures, connections of fences to buildings, etc.

Our next submission will include these items.

The utilitarian side of the clubhouse faces Hirst Road. Given its visibility as the gateway to the complex, that is not the appropriate side to have facing the street.

Per the attached site plan and clubhouse elevations, the building orientation has been revised to place the utilitarian side of the clubhouse on the inboard side; the rear porch has been extended to the Hirst Road side of the building to provide a more welcoming elevation facing the main entrance.

The use of time-honored materials such as Hardie plank lap siding, is more appropriate than modern building materials such as vinyl siding and PVC.

We have incorporated Hardie (cement board) panel siding with battens as a frieze beneath the roof eaves. It is our experience that high quality vinyl siding actually performs better, and provides for a higher quality, longer lasting finish product than Hardie siding. Cement Board siding will require ongoing maintenance to touch up painted areas, and will require a complete repainting within the first

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10 years of its life. The design does not incorporate horizontal lap siding, but vertical siding to match the historic train station and fire station. All areas of vertical siding are broken to be no taller than one story of the building, and therefore will have no laps. We have also provided more brick area, as masonry is truly a product that will wear well over time and will allow the buildings to fit in with the surrounding neighborhoods. The buildings as designed provide more than 45% brick coverage.

Windows should have true divided lights.

The proposed windows have grilles between the glass in patterns to resemble appropriate historic precedents. True divided lights were used when glass technology only allowed for smaller glass sizes. With today's energy efficient insulated glazing units, the introduction of a true divided light actually degrades the overall window appearance and strength. It decreases the thermal efficiency of the window and they are not available in vinyl windows, the typical window type used in apartment projects for their thermal performance and long-term ease of maintenance.

Consider using combinations of vertical and horizontal board and batten and different colors to differentiate the buildings from one another. The buildings have too much visual repetition.

We are using vertical siding colored to match the nearby fire station, and propose that the buildings along Hirst Road match that color; buildings further inboard on the site may receive different colors.

The eave dimensions and overhangs look flimsy. More detail on these features will need to be submitted.

We have lowered the eaves such that they are now directly above the window head, and we have increased their depth per the attached elevations.

More brackets should be used on the eaves.

We have added additional smaller brackets at the corners of the apartment buildings, maintaining the larger brackets around the entries. See the attached revised typical building elevations.

Consider looking for opportunities to shift buildings to add visual interest.

The building facades are broken into multiple bays, the widest of which is 21', the face of which is varied from the adjoining by up to 6'; each bay has a different façade treatment to differentiate it from the adjoining not just by shadow line, but by material scale. No more than two buildings are oriented in the same direction, providing visual interest and contrast in orientation.

Yours Sincerely,

COX, KLIEWER & COMPANY, P. C.

L.W. Kliewer, Jr.

/Attachments

cc: 21213.01_Correspondence_BAR Response
Tom Johnston, Franklin Johnston, Mark Nelis

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BUILDING 5 ELEVATION



BUILDING 5 THREE BEDROOM END

BUILDING 5 ONE BEDROOM END



CLUBHOUSE ELEVATION AT ARRIVAL SIDE



CLUBHOUSE ELEVATION FACING HIRST ROAD



CLUBHOUSE ELEVATION AT POOL SIDE



CLUBHOUSE SIDE ELEVATION

-  TYP. ONE BEDROOM UNIT
770 gsf +/- estimated
-  TYP. TWO BEDROOM UNIT
1,094 gsf +/- estimated
-  TYP. THREE BEDROOM UNIT
1,304 gsf +/- estimated

INDICATES AN AREA OF
STEEP SLOPE



DEVELOPMENT DATA

SITE SIZE: 12.08 ACRES +/-
UNITS/ACRE: 15.0 +/-

7 - 3 STORY BUILDINGS; 176 UNITS TOTAL
1 - 1 STORY CLUBHOUSE BUILDING

TOTAL:

• 32 - 1 BR / 1 BATH UNITS	+/-18.2%
• 107 - 2 BR / 2 BATH UNITS	+/-60.8%
• 37 - 3 BR / 2 BATH UNITS	+/-21%

TOTAL PARKING PROVIDED 408

ZONING REQUIREMENTS

1.5 space/1 bedroom units	45
2.5 space/2 & 3 bedroom units	365
PARKING REQUIRED	408

PRELIMINARY SITE PLAN

Catoctin Creek Apartments