



January 15, 2014

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

**Re: Catoctin Creek Towne Center
RZ12-01, CPA12-01 & SUP13-04
BCG Project # 005384-01-002**

Dear Mr. Sullivan:

We have received the referral comments from review agencies concerning the subject applications, and offer the following information in response:

**Department of Community Development, dated November 25, 2013
[Referral comments pertain to proposed PDH-15 rezoning]**

1. *"Sheet 1 - Provide a note stating: The proposed development conforms to the provisions of all applicable ordinances, regulations and adopted standards." ZO 11.8.1.1.v*

a. Also, remove the note about the landscape buffer exception in the Statement of Justification. Either all of these properties will be rezoned or none will be. If they are, then 20' is the correct buffer."

Response: The requested note has been added to Sheet 1 of the plan set.

2. *"Sheet 4 - A "100' Major Stream Setback" is labeled, but no line of delineation is present."*

Response: The setback line corresponding with the 100' Major Stream Setback has been added to the subject plan sheet.

3. *"Sheet 4 - An estimated open space percentage would be preferred rather than stating that open space will be "≥" the minimum required. ZO 11.8.1.1.u."*

Response: The estimated minimum quantity of open space has been stated in the tabulations, as requested.

4. *"Sheet 4 - Note the public improvements, both on-site and off-site, that are proposed for dedication and/or construction, and provide an estimate of the timing of providing such improvements. ZO 11.8.1.3."*

Response: The Applicant has proposed off-site improvements to the intersection of Hirst Road and Berlin Turnpike (VA Route 287), which, in addition to entrance-related improvements, are detailed on Sheet 5 of the plan set. No other public improvements are proposed with the project, either on- or off-site. With regard to timing, improvements to the intersection of Hirst Road and Berlin Turnpike will be constructed or bonded for construction prior to issuance of the first occupancy permit for the project. Site entrances and related improvements within the public right of way will be fully constructed prior to the first occupancy permit for the portion of the project served by said entrance and improvements.

5. *"Sheets 4-7 - In the northwest portion of the site, there is a proposed SWM/BMP pond displayed and/or labeled on Sheets 4-6, but it is not labeled as such on Sheet 7 nor is an estimated volume provided. These sheets should be clarified to property convey whether or not a pond is proposed for this area. (If the pond is proposed, include an estimated volume on Sheet 7.) ZO 11.8.1.1.1."*

Response: The subject SWM/BMP facility and its estimated volume have been labeled on Sheet 7.

6. *"Sheet 8 - The dimensions from the existing centerline to the edge of the pavement and the edge of the right-of-way should be added. ZO 11.8.1.1.i"*

Response: The subject dimensions have been added to Sheet 8, as requested.

7. *"Sheet 8 - Has a Phase 1 Assessment been conducted on the pollution source displayed? If so, provide any relevant information known about the pollution source. If not, one should be conducted. ZO 11.8.1.4"*

Response: The subject pollution source (PSCS-1989-0057) is an above-ground storage tank (AST) containing material used by the existing light industrial use (Loudoun Stairs). As such, a Phase 1 Assessment has not been conducted to date. That said, the AST will be removed from the site prior to its redevelopment, and all necessary permit(s) for such removal will be secured from the Loudoun County Fire Marshal, which will include soil testing and remediation, if required.

**Department of Community Development, dated November 25, 2013
[Referral comments pertain to Tilley Entertainment SUP application]**

1. *"Sheet 1 - Since the SUP application is being added to the associated rezoning and comprehensive plan amendment plans, add Tilley's information as an applicant."*

Response: Tilley Entertainment has been added to the cover sheet as the applicant for the requested SUP.

2. *"Sheet 9 - Add surveyed bearings and distances to the concept plan as shown on other plans within the rezoning application. ZO 8.1.4.C.4.a"*

Response: Bearings and distances have been added to the SUP Concept Plan consistent with those shown on other sheets of the plan set.

3. *"Sheet 9 - Add the total area of the property on which the SUP is requested. ZO 8.1.4.C.4.b"*

Response: The total area of the property subject to the SUP request (18.71 acres) has been added to Sheet 9, and is further stated in Note #6 on Sheet 1.

4. *"Sheet 9 - Add the size (in square feet) of all proposed structures which are part of the SUP request. ZO 8.1.4.C.4.c
a. Similarly, noting the estimated acreage of the specific outdoor uses on the plan would also be appreciated."*

Response: The approximate sizes of the proposed structures subject to the SUP request have been added to the SUP Concept Plan. The estimated acreage associated with each component of the outdoor recreation complex has also been added. It is noted that the configuration of proposed facilities will be generally as shown on the SUP Concept Plan, but will likely vary based on final engineering design and program requirements.

5. *"Sheet 9 - Provide the size of the existing public rights-of-way which adjoin the site. ZO 8.1.4.C.4.d"*

Response: The widths of the rights-of-way for Hirst Road and Maple Avenue have been added to the SUP Concept Plan, as requested. It is noted that Hirst Road is located within the 300' right-of-way shared with VA Route 7 (Harry Byrd Highway).

6. *"Sheet 9 - Provide the size of the proposed right-of-way. ZP 8.1.4.C.4.e"*

Response: The Concept Development Plan (Sheet 4), Circulation Plan (Sheet 5), SUP Concept Plan (Sheet 9), and other plan sheets, have been revised to eliminate the internal commercial road linking Hirst Road and Maple Avenue. Access to the commercial recreation complex will occur via the proposed entrances on Hirst Road and Maple Avenue as shown on the plan, with the internal circulation system defined at time of site plan. It is noted that said system will be privately owned and maintained.

7. *"Sheet 9 - Add the proposed sidewalks and trail facilities as shown on other plans within the rezoning application. ZO 8.1.4.C.4.g"*

Response: The proposed sidewalk and trail facilities have been added to ensure consistency with the rezoning plan sheets, as requested.

8. *"Written Statement - Change CM-1 to MC to reflect the requested rezoning. ZO 8.1.4.C.5"*

Response: The written statement has been corrected, as requested.

9. *"When this idea was first discussed with the Town, it was verbally stated that the go karts would run on electric motors instead of internal combustion engines. Is this still true? What about the bumper boats? ZO 8.1.4.D.6"*

Response: As per prior descriptions of the project, the go karts will indeed be powered by electric motors as opposed to internal combustion engines. The bumper boats will also be powered by electric motors.

Town of Purcellville, Supplemental Consolidated Agency Comments, dated December 27, 2013

1. *"The Town requests that the applicant provide updated water/sewer flow information, as noted in the Town's previous comments. Also, please provide the water and sewer layout in ACAD format. Is/are the proposed pump station design(s) advanced sufficiently so that the proposed flows with reflect the discharge rate of the sanitary sewage to the Town's system? Without some additional information, any preliminary modeling will not be able to predict the ability of the town's system to serve the proposed development."*

Response: The sewer and water layout will be delivered in CAD format for Public Works review, as requested. Sewer flows for the residential component of the project have been estimated using DEQ SCAT standards, as follows:

$$100 \text{ gpd} \times 3.5 \text{ cap/unit} \times 176 \text{ units} \times 2.5 \text{ PFF} = 154,000 \text{ gpd}$$

For the commercial component of the project, sewer flows have been estimated based on Loudoun Water Design Manual standards, and reflect the acreage of proposed land bays, as opposed to specific uses. Based on this development capacity assumption, the projected sewer flow for commercial uses at build-out is estimated to be 138,200 gpd.

2. *"Based on the results of the TIA, the Town is requesting that the applicant conduct a signalization warrant study at the intersection of Hirst and Maple. Such study should assume traffic from the development known as Autumn Hill that was approved by Loudoun County in 1991 for 492 units, or, alternatively, should assume 257 residential units and 19 acres of limited industrial development adjoining the valley industrial park."*

Response: Traffic signal warrants are typically provided for intersections that indicate high minor street left/through volumes under peak hour traffic conditions. Once identified the intersection being analyzed must typically meet Warrant #1 (8 hour warrant), where a minimum number of left/through movement vehicles must meet the threshold for warrant satisfaction for a minimum of 8 hours on a typical weekday.

It is agreed that traffic conditions at this intersection show indications that a signal may be warranted in a non-standard analysis. However, all major traffic movements at this intersection are expected to operate at acceptable levels of service under stop controlled operation. The northbound left turn movement is expected to experience significant delay under projected traffic conditions; however, the movement volumes are very low and should not be utilized as the sole reason for a change in traffic control. As such, a signal would not be warranted per standard analysis, which is applicable at this intersection.

3. *"Show proposed pedestrian pathways within the MC portion of the application - such as along interior roadways and those that connect across the property boundary to the PDH portion - to better display the internal pedestrian network on the site."*

Response: Pedestrian connectivity between the proposed MC and PDH portions of the project has been clarified, as requested. It is noted that the layout of the proposed MC acreage is represented in general/schematic form on the rezoning plans, with internal vehicular and pedestrian networks to be defined with subsequent site plan design. Such design work has yet to be initiated pending the outcome of the rezoning and SUP applications enabling the commercial recreation use(s). As such, with the exception of connection points and facilities planned adjacent to public roads, it is premature to depict the pedestrian system for the commercial acreage in greater detail on the proffered rezoning plans. That said, provision of a safe and intuitive circulation system for pedestrians will be integral to successful operation of the proposed commercial recreation complex, and will therefore be of paramount importance during detailed engineering design.

4. *"Complete comments on the current Proffer draft will be provided at a later date by the Town Attorney; however, staff generally recommends that the applicant list those uses allowed on the property instead of those not allowed."*

Response: The suggested approach to proffering uses is contrary to the experience of the Applicant's counsel, who recommends precluding undesired uses by proffer as opposed to identifying permitted uses. Applicant's Counsel intends to follow-up regarding this matter with the Town Attorney.

5. *"Please carefully review all comments received and revise the proffers to include any new commitments volunteered but he applicant not previously listed."*

Response: Comment acknowledged; a revised draft of the proffer statement is included with this submission.

6. *"Please provide cost estimates for all improvements offered."*

Response: The off-site transportation improvements proffered by the Applicant are estimated to cost approximately one million dollars, inclusive of design costs, right-of-way/easement acquisition, and construction contingencies. These estimates will be reviewed with Town staff as the final scope of improvements is confirmed through the public hearing process, prior to Town Council action.

7. *"Staff recommends that the applicant provide an overall projected revenue assessment for the residential component of the project based on a total build out to help justify the commercial contribution. (PCP Chapter 2)"*

Response: The development team continues to work on the requested revenue assessment. One of the largest components of the fiscal impact of the development is the payment of water and sewer availability fees and payment of monthly utility charges. These issues are still under discussion with the Department of Public Works.

8. *"Note the total gross square footage of the residential and the commercial components of the development. For the commercial component list the square footage of the uses (e/g/ miniature golf course) as well as the buildings. (LDSCO Section 5.4)"*

Response: The total gross square footage of the residential and commercial components of the development has been added to the project tabulations. The residential component will be comprised of a gross floor area of approximately 230,442 SF, and the commercial component will consist of approximately 213,250 SF, which includes roughly 163,350 SF of outdoor commercial recreation uses and multiple commercial buildings totaling approximately 65,000 SF. However, it is noted that the Applicant is not proffering to limit commercial development to the gross floor area stated on the CDP, and ultimate commercial development may be greater or less than the values stated on the CDP, as allowed by the Zoning Ordinance.

9. *"It is recommended that the applicant provide a desired water meter size for each building. (LDSCO Section 5.4)"*

Response: The analysis required to establish the desired water meter size for each proposed building continues to be refined as of the date of this letter. The development team is working closely to accurately establish the required meter sizes and corresponding availability fees. It is expected that such analysis will be complete by the date of the Planning Commission public hearing on February 6, 2014.

10. *"Staff requests that the applicant provide projected utility fee revenues for the entire project including the commercial component. (PCP III Public Infrastructure - Utilities and Transportation)."*

Response: See responses to comments #7 and #9 above.

11. *"Please provide a tree inventory or a note on the plan that an inventory will be conducted prior to any grading of the site. (Article 7 Section 1.4. & Section 1.5.)"*

Response: A note has been added to the Cover Sheet indicating that a tree inventory will be completed prior to any site grading, as requested (see Note 27, Sheet 1).

12. *"Additional children's play spaces available throughout the complex would help meet the standards of the comprehensive plan. (PCP III Parks, Recreation and Open Space)"*

Response: A playground/tot lot is provided in a central green space on the west side of the residential complex, as depicted on the CDP (see Sheet 4). This play space complements the pool facility located adjacent to the club house on the east side of the complex, which together ensure the availability of varied recreational opportunities appropriate for the entire spectrum of resident age groups.

13. *"The application does not address dark sky compliance. Please provide a note on the plan that all lighting will meet the dark sky regulations found in the Zoning Ordinance, (Article 6 Section 9)."*

Response: A note has been added to the Cover Sheet indicating that all site lighting will meet the dark sky regulations of the Zoning Ordinance, as requested (see Note 25, Sheet 1).

14. *"Adequate access to all buildings for fire protection is to be detailed on the concept plan. (Requested by County Fire and Rescue)."*

Response: The CDP shows the internal parking and travelway facilities proposed to serve the residential component of the project. All residential buildings will be directly accessible to emergency vehicles, and all four sides of said buildings will be accessible to first responders. Moreover, a secondary emergency access from Hirst Road has been provided on the west end of the complex to ensure unimpeded access into the site for first responders. It is noted that the commercial component of the project has not yet been designed in sufficient detail to demonstrate adequate emergency vehicle access to proposed buildings at this stage of the review process. That said, such access will be ensured with final engineering design, and will be demonstrated on the site plan for the commercial complex.

15. *"Please note on the plan which roadways are proposed to be dedicated for public maintenance, if any and which will remain private."*

Response: All internal travelways and parking facilities will be privately owned and maintained, and a note indicating such ownership and maintenance is provided on the Cover Sheet (see Note 15, Sheet 1).

16. *"Additional mitigation is needed to address the left turn LOS F at the Hirst Road and internal road intersection. (e.g. speed bumps to discourage cars cutting through."*

Response: Comment acknowledged; the connector road concept has been removed from the commercial component, with internal vehicular access occurring via private parking and travelways. The elimination of the direct connection between Hirst Road and Maple Avenue will arguably resolve the potential impact of cut-through traffic. That said, the Applicant will coordinate with Town staff during the site plan stage of the review process to incorporate traffic calming measures into the parking lot/travelway design, if deemed appropriate to further discourage cut-through traffic.

17. *"It should be noted that many of the public work's comments detailed at this point in the process will generally be addressed at the site plan review stage. However, there are some comments that need to be addressed with a note on the title page of the CDP that states the comment will be addressed at the site plan review level. Some of the comments as noted will require action prior to approving the CDP."*

Response: Comment acknowledged; the Cover Sheet includes notes indicating that all site improvements will be constructed in accordance with applicable local and state standards (see Notes 13, 14 and 26, Sheet 1).

Public Works Department, dated November 15, 2013

1. *"Please provide a plan which shows the phasing of the work for the Apartments and the commercial area, especially as it relates to the construction of the water and sanitary sewer utilities. The timing of the work is critical, especially for the water main work, to show what water main is intended for construction with the Apartments and/or the commercial portion of the project. This is essential to know for the modeling effort to show the points of connection that will be in place for each phase, and to demonstrate the fire flows available for each portion of the development."*

Response: The CDP depicts the proposed connection points to the external utility system for water and sewer mains serving both the residential and commercial components of the project. To ensure required looping and redundancy of water service for the residential complex, a series of labels have been added to the CDP clarifying that, prior to residential occupancy, the residential water line will be connected to the commercial water line proposed along the Hirst Road frontage, which will in turn be connected to the existing 8" main on the public safety building site. This water line connection will provide service to the first phase of commercial development, and will also provide one of two connections serving the residential complex, the other being at the west end of the project (via either the Mason Property or Old Dominion Valley subdivision). The residential component will build out as a single phase, with both connections occurring prior to occupancy (see Sheet 4).

2. *"Previous comment regarding the Catoctin Creek Apartments (February 4, 2013 comments). The water layout proposed exceeds the maximum allowable length for a dead end main. 11/15/2013: The comment response states that a second connection on the west side of the site will be provided. However, a second connection on the west side does not address the concern noted. The connection that is shown toward the commercial portion of the site would address this issue. Was this the intent of the response?"*

Response: As noted in the response above, the second connection serving the residential component of the project will be provided via the water line extending across the commercial frontage to the existing 8" water main on the public safety building site. A series of labels have been added to the CDP clarifying that the multiple segments of water line and associated connections required to achieve this second connection will be constructed prior to residential occupancy (see Sheet 4).

3. *"Previous comment regarding the Catoctin Creek Apartments (February 4, 2013 comments). The water layout proposed does not provided points of connection that will keep most customers in service in the event of a water main break. 11/15/2013: As noted in comment # 2 above. the comment response states that a second connection on the west side of the site will be provided. However, a second connection on the west side does not address the concern noted. The connection that is shown toward the commercial portion of the site would address this issue. Was this the intent of the response?"*

Response: As noted in the responses above, the second connection serving the residential component of the project will be provided via the water line extending across the commercial frontage to the existing 8" water main on the public safety building site. A series of labels have been added to the CDP clarifying that the multiple segments of water line and associated connections required to achieve this second connection will be constructed prior to residential occupancy (see Sheet 4).

4. *"Previous comment regarding the Catoctin Creek Apartments (February 4, 2013 comments). 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 departments of Environmental Quality SCAT regulations. Please revise the anticipated water usage based on these standards. 11/15/2013 Comment is reiterated; the anticipated water usage must be based on the requirements as noted above."*

Response: Based on the Loudoun Water Design Manual, water usage for the residential complex is estimated at 171 gpm, which is derived from the following calculation:

$$176 \text{ units} \times 3.5 \times 100 \text{ gpd (avg)} \times 2 \text{ gpd (max)} \times 2 \text{ gpd (peak)} / 1440 \text{ gpm}$$

Water usage for the commercial component, calculated based on the acreage of proposed land bays, is estimated at build-out to be 153 gpm.

5. *"In order to determine the feasibility and final design of the water system, the system will need to be hydraulically modeled. While this level of detail can occur during the design stage, note that final approval of the proposed water extension cannot be approved until the modeling is complete and approved. The Town is currently in the process of updating the water and sewer models. The water modeling shall be completed by the Town's consultant, with the costs for the modeling to be paid for by the Applicant."*

Response: Comment acknowledged; the Applicant will proffer to pay the costs for the required water and sewer modeling to be completed by the Town's consultant at time of site plan review (see draft proffer statement included with submission).

6. *"The water extension and design will need to be approved through the Virginia Department of Health during the design stage."*

Response: Comment acknowledged; no response necessary.

7. *"The Plans need to clearly note whether the water/sewer lines are proposed to be privately or publicly owned and maintained."*

Response: The water and sewer lines serving both the residential and commercial components of the project are proposed to be privately owned and maintained. A note has been added to the Cover Sheet clarifying the proposed ownership and maintenance of utility infrastructure (see Note 26, Sheet 1).

8. *"The proposed sanitary sewer force mains must enter the public sewer by gravity."*

Response: Comment acknowledged; the CDP has been revised to ensure gravity entry of sanitary sewer force mains into the public sewer (see Sheet 4).

9. *"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. While this level of detail can occur during the design stage, note that final approval of the proposed sanitary sewer extension cannot be approved until the modeling is complete and approved. The Town is currently in the process of updating the water and sewer models. This modeling shall be completed by the Town's consultant, with the costs to be borne by the Applicant."*

Response: Comment acknowledged; the Applicant will proffer to pay the costs for the required water and sewer modeling to be completed by the Town's consultant at time of site plan review.

10. *"The downstream facilities must be examined to determine if there is adequate capacity and if improvements to the downstream facilities are required."*

Response: Comment acknowledged; the required assessment of downstream facilities will be completed at the time of site plan design.

11. *"The developer/applicant is responsible for obtaining any off-site easements required."*

Response: Comment acknowledged; no response necessary.

12. *"Please note which roadways are proposed to be dedicated for public maintenance, and which will remain private. Show the proposed right-of way dedication."*

Response: All internal travelways and parking facilities will be privately owned and maintained thereby precluding the need for right-of-way dedication. A note indicating such ownership and maintenance is provided on the Cover Sheet (see Note 15, Sheet 1).

13. *"What is the basis for the anticipated water usages shown for the commercial portion of the site?"*

Response: The anticipated water usages were calculated based on the commercial acreage comprising each land bay.

Loudoun County Department of Fire - Rescue and Emergency Management, dated December 5, 2013

1. *"Staff cannot adequately evaluate adequate access and circulation of emergency vehicles throughout the property. Due to the multiple buildings proposed, staff request information to demonstrate that access to the proposed structures (all sides) would not be compromised. It is well known that traffic congestion at the intersection of Hirst Road and Route 287 is a concern. The Purcellville Public Safety Center already experiences delays exiting the site during peak hours and it is only expected that this development will only further compromise response times with the additional traffic. As part of the submitted materials the Applicant referenced a proffer contribution to go toward improvements to the intersection of Hirst Road and Route 287. The Fire and Rescue Planning Staff respectfully request that consideration be given to emergency vehicles access as improvement plans are made. Suggestion may include that additional signal pre-emption measures be implemented. Staff is available to further review and comment on this matter specifically at the appropriate time."*

Response: The CDP shows the internal parking and travelway facilities proposed to serve the residential component of the project (see Sheet 4). All residential buildings will be directly accessible to emergency vehicles, and all four sides of said buildings will be accessible to first responders. Moreover, a secondary emergency access from Hirst Road has been provided on the west end of the complex to ensure unimpeded access into the site for first responders. It is noted that the commercial component of the project has not yet been designed in sufficient detail to demonstrate adequate emergency vehicle access to proposed buildings at this stage of the review process. That said, such access will be ensured with final engineering design, and will be demonstrated on the site plan for the commercial complex.

As confirmed by the Town's traffic consultant, the improvements to the intersection of Berlin Turnpike and Hirst Road proffered by the Applicant will alleviate existing issues/concerns involving the stacking of vehicles immediately in front of the Public Safety Center entrance. That said, the Applicant is willing to coordinate with Town and County staff to determine what other means may be necessary and appropriate to ensure adequate access for emergency vehicles, both during and after development.

Loudoun County Department of Building and Development, Fire Protection Plans Reviewer/Inspector, dated November 12, 2013

1. *"Appears to have access."*

Response: Comment acknowledged; no response necessary.

2. *"Appears to have hydrant coverage for proposed residential area."*

Response: Comment acknowledged; no response necessary.

3. *"Appears to also have an emergency access, make sure road supports trucks. Should have bollards/chain."*

Response: The emergency access drive will be constructed with a reinforced surface capable of supporting the weight of an emergency vehicle. Moreover, bollards and a break-away chain will be provided to restrict non-emergency access, as requested

4. *"We will have to see the overall hydrant placement and coverage if project is approved and moves forward."*

Response: Comment acknowledged; a Fire Protection Map has been added to the CDP demonstrating sufficiency of hydrant coverage for the residential component (see Sheet 4). Hydrant placement and coverage will be specified for the commercial component with site plan design, and will conform to applicable requirements.

5. *"We would have to see the overall access of project if approved and moves forward, relative to road widths, etc."*

Response: Comment acknowledged; no response necessary.

6. *"We would have to see the placement of all fire department Siamese building connections."*

Response: Comment acknowledged. The placement of fire department Siamese connections will be identified with the building plans.

Loudoun County Department of Planning, dated December 11, 2013

1. *"The Town may wish to consider any offsite impacts of the commercial uses on adjacent uses including Loudoun Valley High School"*

Response: The SUP Applicant initiated contact with the administration of Loudoun Valley High School to discuss the proposed commercial recreation complex. The SUP Applicant will continue to work with school officials to ensure that commercial operations are in harmony with school requirements and activities.

2. *"The Town may wish to determine whether an emergency stoplight would be appropriate to place in front of the Purcellville Public Safety Center to ensure adequate egress of fire and rescue vehicles that exit onto Hirst Road"*

Response: As confirmed by the Town's traffic consultant, the improvements to the intersection of Berlin Turnpike and Hirst Road proffered by the Applicant will alleviate existing issues/concerns involving the stacking of vehicles immediately in front of the Public Safety Center entrance. That said, the Applicant is willing to coordinate with Town staff to determine what other means may be necessary and appropriate to ensure adequate egress of emergency vehicles.

3. *"The Town may wish to consider whether the applicants should prepare and submit a Proffer Statement that includes contributions that the applicants would provide to address the impacts of development."*

Response: The Applicant has provided a proffer statement for Town review and acceptance.

Loudoun County Public Schools dated November 14, 2013

1. *"With the exception of providing an updated project assessment chart, staff offers no further comments from those originally conveyed on January 31, 2013."*

Response: Comment acknowledged; no response necessary.

Kimley-Horn and Associates, Inc. dated December 11, 2013

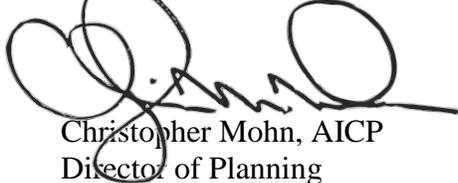
See attached letter from Bowman Consulting to Patrick Sullivan, dated January 15, 2014.

Virginia Department of Transportation dated December 12, 2013

See attached letter from Bowman Consulting to Patrick Sullivan, dated January 15, 2014.

If you should have any further questions or comments please feel free to contact our office.

Sincerely,
BOWMAN CONSULTING GROUP, LTD.



Christopher Mohn, AICP
Director of Planning