



FAIRFAX COUNTY

APPLICATION FILED: June 30, 2005
PLANNING COMMISSION: December 7, 2005
BOARD OF SUPERVISORS: January 9, 2006
@ 3:30 PM

V I R G I N I A

November 23, 2005

STAFF REPORT

APPLICATION RZ/FDP 2005-LE-022

LEE DISTRICT

APPLICANTS: Residence Inn by Marriott, Inc.

PRESENT ZONING: C-6, CRD, SC, HC

REQUESTED ZONING: PDC, CRD, SC, HC

PARCELS: Tax Map 80-4 ((1)) 10

ACREAGE: 1.26 acres

FAR: 1.97 FAR

OPEN SPACE: 17%

PLAN MAP: Mixed-Use

PROPOSAL: Request to rezone the site from the C-6 District to the PDC District for construction of an extended stay hotel.

STAFF RECOMMENDATIONS:

Staff recommends approval of RZ 2005-LE-022 and the associated Conceptual Development Plan, subject to the proffers consistent with those contained in Appendix 1.

Staff recommends approval of FDP 2005-LE-022, subject to the proposed conditions contained in Appendix 2 and subject to the Board of Supervisors approval of RZ 2005-LE-022 and the Conceptual Development Plan.

Staff recommends approval of the waiver of the interparcel access requirement to the north.

Staff recommends approval of a modification of the off-street loading space requirement.

Staff recommends approval of a modification of the Countywide Trails Plan

Staff recommends approval of the 20% parking reduction

Staff recommends approval of the modification of the 20-foot minimum front yard requirement along Backlick Road, Old Keene Mill Road, and Amherst Avenue.

Staff recommends approval of the modification of the 25-foot minimum rear yard requirement along a portion of the northern boundary.

Staff recommends approval of the modification of the peripheral parking lot landscaping required along the northern property line.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.



Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

**A GLOSSARY OF TERMS FREQUENTLY
USED IN STAFF REPORTS WILL BE
FOUND AT THE BACK OF THIS REPORT**

DESCRIPTION OF THE APPLICATION

Proposal:

The applicant, Residence Inn by Marriott, Inc. requests to rezone Tax Map 80-4 ((1)) 10, comprised of 1.26 acres zoned C-6, SC, HC, CRD to the PDC District, SC, HC, CRD for the development of a six story extended stay hotel use. The proposed 108,000 square foot Residence Inn hotel will have an overall 1.97 FAR. Seventeen percent (17%) of the development will remain as open space. The applicant has proposed Best Management Practices (BMP) measures on the CDP/FDP consisting of a StormFilter/StormGate system and/or a sand filter.

Copies of the draft proffers, proposed final development plan conditions, affidavit, and statement of justification are contained in Appendices 1 through 4, respectively.

Modifications/Waivers Requested:

- Waiver of Interparcel access requirement.
- Modification of off-street loading space requirement.
- Modification of Countywide Trails Plan.

Modifications in a CRD:

- Requesting 20% reduction of the minimum off-street parking requirement.
- Modification of 20-foot minimum front yard requirement along Backlick Road, Old Keene Mill Road, and Amherst Avenue.
- Modification of 25-foot minimum rear yard requirement along a portion of the northern boundary. (Proposed parking structure will be located ~ 4.5 feet from the property line).
- Modification of the peripheral parking lot landscaping required along the northern property line.

LOCATION AND CHARACTER

Site Description:

The 1.26 acre site is located on the north side of Old Keene Mill Road between Backlick Road and Amherst Avenue, just west of the interchange of I-95 and Franconia Road. The site is zoned C-6 and is also in the Commercial Revitalization, Sign Control, and Highway Corridor Overlay Districts. The site is currently vacant and contains no structures and is covered with approximately 90% impervious surface. There are no Resource Protection Areas (RPA) or 100-year floodplain designated on the site. Pursuant to a Fairfax County DPWES project, streetscape in harmony with the Springfield CRD recommendations exists along the site's Old Keene Mill Road and Backlick Road frontages.

Surrounding Area Description:

Direction	Use	Zoning	Plan
North	Muffler Sales & Auto Repair (Midas Muffler Shop)	C-6	Retail & Other
South	Discount Video Store (MVC Video Store)	C-5	Retail & Other
	Office (Springfield Executive Office)	C-3	Retail & Other
East	Restaurant w/ alcohol (Chi Chi's Mexican Restaurant)	C-6	Mixed-Use
West	Retail (Goodyear Tire Company) (Mattressland & Carpetland)	C-6	Retail & Other

BACKGROUND

Site Plan #180, entitled "Hot Shoppes, Inc.," was approved on December 16, 1961, for a restaurant on the subject site.

The subject property is included within the Springfield Commercial Revitalization District (CRD), which was rezoned by the Board of Supervisors on October 12, 1998.

COMPREHENSIVE PLAN PROVISIONS (Appendix 5)

Planning Location: Area IV Franconia-Springfield Area as amended through May 23, 2005, Springfield Community Business Center, Land Unit A

Comp Plan Map: Mixed use

Comp Plan Text:

Land Unit Recommendations

Land Unit A

Land Unit A is approximately 56 acres in size, and is bounded by Amherst Avenue, I-95, and Old Keene Mill Road. It is located in the northeastern portion of the Springfield Community Business Center (CBC). The Comprehensive Plan recommendations encourage the creation of an urban, pedestrian-oriented area comprised of a mix of medium to high intensity office, retail, hotel, civic, arts, and residential uses.

Currently Land Unit A is developed with approximately 360,000 square feet of retail use, 205,000 square feet of office use and 165,000 square feet of hotel use. The Comprehensive Plan assumes redevelopment of much of this space and the addition of approximately 600,000 square feet of office, 350,000 square feet of retail and 280,000 square feet of hotel uses for a total of approximately 2.0 million square feet of non-residential uses and 800 dwelling units. In total, this amount of development equates to an overall intensity of approximately 1.1 FAR.

A "main street area" treatment is planned along all streets in Land Unit A, except the area to the north of Commerce Street. Like all areas in the CBC, the main street should incorporate the streetscape design features recommended by the Springfield Streetscape Conceptual Design. Street level retail uses are an integral aspect of the main street approach and are intended to help create an urban, people-oriented place that provides convenient retail services and encourages pedestrian movement.

Building facades and entrances should be oriented to the streets with parking located toward the rear of buildings, or below ground. The main street area should have wide sidewalks fronting retail shopping and restaurants on the lower floors of the office and/or residential buildings. Streetscape design should include corner plaza entry features at the intersections of Commerce Street/Backlick Road, Commerce Street/Brandon Avenue, Backlick Road/Bland Street and Bland Street/Brandon Avenue. Plazas at these locations will create an aesthetically pleasing streetscape environment and encourage pedestrian activity.

The main street area will function as the core area of the Community Business Center and will be characterized by multi-story buildings with a mix of street level-retail, hotel, civic, arts, residential, and/or office uses developed with a common design or architectural theme. The portion of a building above three stories should be stepped back from the street-side façade to avoid creating a canyon-like streetscape.

To implement this vision, a unified development plan demonstrating logical and substantial redevelopment of the core area is required with the initial rezoning, including a site for a public building or space for public use to house cultural, performing and visual arts, community and/or governmental use.

Along Commerce Street, consolidation of parcels 80-4 ((6)) 3 and 4C, is encouraged. The area is envisioned to be high rise office, residential or hotel use or a mix of these uses. Facades and entrances should be oriented to the streets with parking located toward the center of the block and to the rear of buildings.

Buildings should step down to a lower height towards Yates Village to maintain a transition to the adjacent residential neighborhood. Building design should include varying rooflines for visual interest. Year round screening should be provided by vegetated buffer located along the northern boundary of Land Unit A in 80-3 ((01)) 1, 1A, 3 and 5D. This buffer may be utilized for surface parking provided that:

- Parking areas are landscaped with planting beds and trees in excess of that prescribed by the Zoning Ordinance;
- A minimum of 40 feet wide fully vegetated buffer is placed along the residential neighborhood with an eight foot high brick or architectural wall constructed along the parking edge;
- Buildings are located a minimum of 120 feet from the residential neighborhood. Appropriately landscaped surface parking may be located in this area;
- Office use should be compatible in design with the residential neighborhood; and
- Lighting from any development should be designed so that it is not intrusive to the adjacent residential development.

Freestanding single-use retail or office uses may be appropriate along Old Keene Mill Road and close to I-95. Under the option for redevelopment of the core area, freestanding single-use retail, hotel or office uses are only appropriate along Old Keene Mill Road and close to I-95. As part of the redevelopment of the core area, hotel use up to 110,000 square feet may be appropriate on the northwest corner of Old Keene Mill Road and Backlick Road, Tax Map 80-4((1))10. The site should be considered for this intensity only if enhanced streetscape amenities that create a focal point and gateway to the CBC are provided in addition to meeting the development criteria for Land Unit A. Additionally, to offset the effects of impervious surfaces the installation of rooftop vegetation and/or rain gardens is encouraged.

As discussed in the Transportation section, a commuter parking facility is planned in Land Unit A and/or C in the area adjacent to Amherst Avenue north of Old Keene Mill Road. The facility will complement a commuter staging area for car pool formation and bus/van service located across Old Keene Mill Road.

A major objective of the redevelopment of Land Unit A is the creation of a visually and functionally cohesive community. In addition to the implementation of urban design and architectural guidelines, land consolidation is necessary to physically unify freestanding buildings and for parking to be located to the rear of buildings or in the center of blocks. Where development intensity greater than .35 FAR is proposed, consolidation of at least 2 contiguous acres is encouraged, except as otherwise specifically recommended. When a consolidation is less than two acres, development should provide for vehicular and pedestrian access with abutting properties. As an alternative, coordinated development plans and concurrent processing of the development applications with a combined land area of at least 2 acres may be appropriate. In any instance, it must be demonstrated that any unconsolidated parcels are able to develop in conformance with the Plan.

All such development proposals in Land Unit A should also meet the following criteria:

- Multi-story buildings should have retail and service uses primarily located on the ground level. Retail and service uses are intended to serve both the needs of the office workers and residents;
- To the extent possible, parking facilities should be located in the center of the block, behind buildings or otherwise screened from view;
- Development should be transit-friendly: i.e. buildings should be located close to the street and streetscape amenities such as benches and bus shelters should be provided;
- As consistent with County Policy, a detailed traffic impact analysis should be prepared to determine any additional improvements required to mitigate the impacts of the proposed development on the street network in the vicinity of the development. Development under this option should mitigate the incremental traffic impact of the proposed development. Examples of mitigation may include but not be limited to making contributions to alternative traffic mitigation projects that benefit the greater Springfield area;
- Buildings and ground floor retail uses should have street level public access. Display windows oriented towards the street should be provided;
- Pedestrian circulation and the use of public transit should be encouraged through site design and connections to sidewalk and trails;

- Building design should reduce the effect of building height and bulk;
- Shared parking is encouraged;
- Curb cuts should be minimized; and
- Urban design elements such as the pedestrian plaza, pedestrian amenities, and landscaping should be provided.

ANALYSIS

Conceptual/Final Development Plan (Copy at front of staff report)

Title of CDP/FDP: Residence Inn

Prepared By: Rinker Design Associates, P.C.

Original and Revision Dates: June 14, 2005, as revised through October 31, 2005

Description of the Plan:

The combined Conceptual Development Plan/Final Development Plan (CDP/FDP) consists of six sheets.

CDP/FDP SHEET INDEX	
Sheet #	Contents
1	Existing Conditions/Existing Vegetation Map & Notes
2	CDP/FDP Layout
3	CDP/FDP Landscape Plan
4	Details Sheet
5	Site Cross Sections & Elevations
6	Sight Distance & Striping Plan

The following features are depicted on the proposed combined CDP/FDP:

- Site Layout. The application property is located on the north side of Old Keene Mill Road between Backlick Road and Amherst Avenue, just west of the interchange of I-95 and Franconia Road.

The CDP/FDP shows a single building oriented close to both Old Keene Mill Road and Backlick Road and the applicant has proffered to include awnings and windows to reflect a retail image along the street. Additionally, the Plan shows a 5 foot brick sidewalk with 2 foot brick pavers at the edges of the 5 foot sidewalk, along both Old Keene Mill Road and Backlick Road. The Plan also proposes to provide a catchment area to mitigate hard surfaces as well as a StormFilter/StormGate underground facility for the site. Landscaping is

shown on the CDP/FDP along Old Keene Mill Road and Backlick Road, in the courtyard of the site, and between the structured parking garage and Amherst Avenue. The applicant has proffered to provide landscaping in the median of Backlick Road. In addition, the applicant proposed a “green wall” along the east side of the parking structure, consisting of ivy growing on metal cables to reduce the visual impact of hard surfaces and to provide an amenity for visitors. The parking to be provided is shown behind the hotel building in a structured garage, including one level of underground parking and two levels of above ground parking.

- *Vehicular Access.* The CDP/FDP shows the sole vehicular access to the proposed hotel along Backlick Road. The Plan shows a taper and two hundred foot (200') left turn lane to be provided on the northbound side of Backlick Road to provide access to the site.
- *Pedestrian Access.* The CDP/FDP shows that the existing concrete sidewalk along the Old Keene Mill and Backlick Street frontages of the site will be removed and replaced with a five foot (5') brick sidewalk with existing two foot (2') brick pavers at the edges of the proposed brick sidewalk, with serpentine planting closer to the building and benches for pedestrians. Internal pedestrian access will be provided via a walkway from the Backlick Road entrance to the hotel which wraps along the east side of the interior of the building to the courtyard area.
- *Parking.* The parking to be provided is shown behind the hotel building in a structured garage, including one level of underground parking and two levels of above ground parking. The application proposes 40 parking spaces to be provided below surface and 68 parking spaces to be provided above surface. The total number of parking spaces provided is 141.

Open Space and Landscaping. There is open space provided along the periphery of the subject site as well as within the courtyard area of the hotel. The application proposes to provide a “green wall” along the entire east side of the proposed parking structure. This wall would be comprised of a metal cable used as trellis. Vine or clinging plants will grow on this trellis to eventually cover an approximately 3,000 square foot area of the green wall. Serpentine planting is shown along the sidewalk, closer to the building with benches for pedestrians.

- *Amenities:* The amenities shown on the CDP/FDP include:
 - Incorporation of the median in Backlick Road as a “mini-park” with an agreement to landscape and maintain the median.
 - A gateway monument sign for the community within the Backlick Road median.

- Pedestrian benches along the brick sidewalk, close to the building.
- Full streetscape beyond the design standards for the Revitalization area (Brick sidewalk).

STAFF ANALYSIS

Land Use Analysis (Appendix 5)

The applicant seeks rezoning approval to the PDC District in order to redevelop a former restaurant site (formerly Houlihan's) into an extended stay hotel. The proposed 108,000 square foot hotel would contain 163 suites. A 141 space parking structure located behind the building would have one level below ground. The 1.26 acre site would be developed at an intensity of 1.97 FAR and access to the site is proposed from Backlick Road.

Parcels to the north of the subject site are developed with an automobile service shop and gas station. To the south across Old Keene Mill Road is an office building and video rental store. To the east are the Tower Center retail center, auto repair shops, and a mattress store. All of the surrounding properties are planned and zoned for mixed use development or retail use. While the proposed development may not be identical to the surrounding properties, the proposed development does further the goals of revitalization for the Springfield CRD and will set a benchmark for future development of the surrounding properties.

This site was the subject of Out of Turn Plan Amendment S04-IV-S1, adopted on May 23, 2005. The applicants' proposed uses and design/intensity are consistent with Plan guidance and furthers the overall goals for revitalization of this area, as follows:

- Proposes a hotel use of 108,000 sq. ft. that is below the 110,000 square feet limit recommended by the Comprehensive Plan
- Proposes a multi-story building with awnings and large windows to reflect a retail image on the ground level.
- Proposes a building located close to the streets, streetscape amenities including benches and contributions toward the costs of building a bus shelter on Bland Street.
- Streetscape and architectural treatments adequate to ensure pedestrian orientation and high quality design.
- Proposes a parking facility with one level of below-grade parking that is located behind the proposed building and screened from view;

Issue: Pedestrian Main Street

The Comprehensive Plan recommends retail uses on the ground floor of multi-story buildings to help create a “main street area” that has an urban character and encourage pedestrian movement. The applicant should provide landscaping, street furniture and brick sidewalk pavers along Old Keene Mill Road and Backlick Road. In addition the building should be oriented close to both Old Keene Mill Road and Backlick Road and include the use of awnings and large windows to imitate a retail atmosphere.

Resolution:

The CDP/FDP shows a building oriented close to both Old Keene Mill Road and Backlick Road and the applicant has proffered to include awnings and windows to reflect a retail image, as retail use is not proposed with this application. Additionally, the Plan shows a 5 foot wide brick sidewalk with 2 foot wide brick pavers at the edges of the sidewalk, along both Old Keene Mill Road and Backlick Road with serpentine plantings and benches located closer to the building. Based on the CDP/FDP and proposed proffers, this issue has been addressed.

Issue: Parking Reduction

The applicant requests a 20% reduction in minimum parking spaces to be provided. Based on the proposed use, 176 spaces are required. The applicant proposes to provide 141 parking spaces.

Resolution:

Sect. A7-509 of the Zoning Ordinance states that the minimum off-street parking requirements for any non-residential uses may be reduced by twenty (20) percent by the Board when it is demonstrated by the applicant and determined by the Board that such reduction is in furtherance of the goals of the Commercial Revitalization District as set forth in the adopted Comprehensive Plan. The applicant’s justification for the request of a reduction from 176 spaces to 141 spaces, is that the reduction would further the goals of revitalization for the Springfield CRD. The Comprehensive Plan recommends that to the extent possible, parking facilities should be located in the center of the block, behind buildings or otherwise screened from view. The parking to be provided is shown behind the hotel building in a garage including one level of underground parking and two levels of above ground parking. The CDP/FDP shows a rear perspective of the site showing the top level of the parking structure will be lower than the Amherst Avenue Bridge along the western border of the site, keeping it screened from view. The proposed parking arrangement is in harmony with the Springfield CRD recommendations for Land Unit A and furthers the goals of revitalization, therefore staff is supportive of the 20% reduction request and this issue has been addressed.

Issue: Impervious Surfaces:

The Comprehensive Plan suggests the use of rooftop vegetation or rain gardens to help reduce impervious surfaces.

Resolution:

The applicant proposes to provide a catchment area to mitigate hard surfaces as well as a StormFilter/StormGate underground facility for the site. Landscaping is shown on the CDP/FDP along Old Keene Mill Road and Backlick Road, in the courtyard of the site, and between the structured parking garage and Amherst Avenue. The applicant has proffered to provide landscaping and maintenance in the median of Backlick Road. In addition, the applicant proposed a “green wall” along the east side of the parking structure, consisting of ivy growing on metal cables to reduce hard surfaces and to provide an amenity for visitors. The proposal for a green wall has been included in the development conditions. With the alternatives provided with the application, this issue has been addressed.

Issue: Signage

Per the Comprehensive Plan, comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building-mounted signage and ground-mounted shopping center signs incorporated within a planting strip are encouraged. Pole mounted business signs are prohibited.

Resolution:

The CDP/FDP shows two building-mounted signs; one above the entrance along Backlick Road and one on the southeast facing corner of Old Keene Mill Road and Backlick Road. There is also a monument sign shown in the median of Backlick Road which reads “Springfield Town Center” to create a gateway to the CBC. The proposed signs appear to be in conformance with the signage elements of the Urban Design and Streetscape Guidelines noted above. The applicant has also proposed a proffer stating that all signage on the Property shall conform to the requirements of Article 12 of the Zoning Ordinance. No temporary signs (including "Popsicle" style paper or cardboard signs), which are prohibited by Article 12 of the Zoning Ordinance, and no signs, which are prohibited by Chapter 7 of Title 33.1 or Chapter 8 of Title 46.2 of the Code of Virginia shall be placed on or off-site by the Applicant.

For the reasons discussed above, based on the CDP/FDP and proposed proffers, there are no outstanding issues in reference to the Comprehensive Plan associated with this application.

Environmental Analysis (Appendix 6)

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. There are no Resource Protection Areas (RPA) or 100-year floodplain designated on the site. No significant heritage resources have been identified with this proposal.

Issue: Stormwater Management/Best Management Practices (SWM/BMP)

The application proposes redevelopment, and as such, must meet the phosphorous removal requirements for water quality.

Resolution:

The proposed development is considered redevelopment under the Chesapeake Bay Protection Ordinance and therefore the development must achieve 10% phosphorous removal. The Stormwater management Narrative included on the CDP/FDP states that phosphorous runoff pollution on the site shall be reduced by at least 10% from the phosphorous runoff pollution prior to redevelopment; therefore this is not an outstanding issue.

Issue: Adequate Outfall

The outfall narrative provided describes the direction of the drainage through a series of pipes flowing in a westerly direction, and the plan depicts an alternative outfall improvement design on Sheet 3. If the applicant cannot obtain the outfall easement as described in the narrative, then the applicant should provide detention for the 1-year 24-hour storm, as if the site were in good wooded condition.

With the implementation of staff proposed final development plan development conditions that the applicant shall provide for storm drainage easements to be recorded across the western boundaries of the two properties to the north (Tax Map 804 ((1)) 9C & 9B) in locations as shown on the CDP/FDP, and if the outfall easement cannot be obtained, then the applicant shall provide detention for the 1-year 24-hour storm, as if the site were in a wooded condition, this issue has been addressed.

Issue: Transportation Generated Noise

The subject property is located approximately seventy-five feet from the centerline of Old Keene Mill Road (Route 644). Like residential development, hotels are noise sensitive uses. The Policy Plan states that new development should not expose people in their homes, or other noise sensitive environments, to noise in excess of DNL 45 dBA, or to noise in excess of DNL 65 dBA in the outdoor recreation areas of homes. To achieve these standards new residential development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation. The applicant has provided documentation describing the

STC rating for the walls and windows as well as a noise level standard for the guest suites which meets the County's Policy Plan guidance for noise levels in interior areas. The applicant should commit to these specific noise mitigations in the proffers for this application.

Resolution:

The applicant has proposed a proffer stating the guest suites shall have an interior noise level of about 45 dBA Ldn within any area impacted by noise between 65 and 70 dBA Ldn noise contours. Construction materials and techniques shall be used so as to achieve an STC of at least 39 for exterior walls. Doors and glazing shall have a laboratory STC rating of at least 28 and if glazing constitutes more than 20 percent (20%) of any façade, they shall have the same STC ratings as walls. Measures to seal and caulk between surfaces shall follow methods approved by the American Society of Testing and Materials to minimize sound transmission, with the implementation of this proffer, this issue will be resolved.

Issue: Lighting

Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky.

Resolution:

The applicant has proposed a proffer that all on site outdoor lighting shall comply with the Outdoor Lighting Standards in Section 14-900 of the Zoning Ordinance. When measured outside the building, interior lighting of the building shall not exceed the Outdoor Lighting Standards, with the implementation of this proffer, this issue will be resolved.

Issue: Hazardous Materials

Note 12 of the development plan indicates that there are no hazardous materials located on the subject property; however the site had been previously contaminated by an underground petroleum storage tank located off-site. Sheet 1 of the development plan shows a monitoring well in the northeast corner of the site. The applicant is encouraged to provide information regarding specific remediation measures for this property and the future status of monitoring and remediation as it relates to this development.

Resolution:

The applicant has proposed a proffer to demonstrate to DPWES that a long-term groundwater monitoring and remedial action program has been instituted on the site prior to site plan approval. The applicant shall maintain written record documenting all periodic monitoring activity and those records shall be made available to the County upon request. With the implementation of this proffer, this issue will be resolved.

Issue: Tree Enhancement

The subject property is devoid of vegetation. The revised development plan includes a conceptual landscape plan in conjunction with the streetscape and design guidelines as recommended for the Springfield CBC. The applicant is encouraged to look for additional opportunities to augment the landscaping on the subject property.

Resolution:

As discussed earlier in this report, the existing site is vacant and consists of virtually no quality tree cover and is approximately 90% impervious. None of the existing trees are unique in terms of size or condition and will be removed with the development of the site. Landscaping is shown on the CDP/FDP along Old Keene Mill Road and Backlick Road, and in the courtyard of the site. The applicant has proffered to provide landscaping and maintenance in the median of Backlick Road if approved by VDOT. In addition, the applicant proposed a “green wall” along the east side of the parking structure, consisting of ivy growing on metal cables to reduce hard surfaces and to provide an amenity for visitors. With these provisions, this issue has been addressed.

Issue: Countywide Trails Plan

The countywide trails plan depicts a major trail running through the center of the site as well as an on road bike trail along both sides of Backlick Road and Old Keene Mill Road. A major paved trail is also shown on the trails plan along Old Keene Mill Road. The applicant has requested a modification of the countywide trails plan to allow a new brick paved sidewalk along the entire frontage of both Old Keene Mill and Backlick Roads and signage to identify Backlick Road as a shared use roadway for bikes and vehicles in lieu of the Plan recommended onroad bike route.

The applicant proposes to replace the existing concrete sidewalk along the Old Keene Mill Road and Backlick Road frontages of the site with a 5 foot brick sidewalk with the existing 2 foot brick pavers at the end of the sidewalk to create a wide pedestrian travel way along the site. The applicant also proposes to provide signage indicating Backlick Road in that area is a “shared use” roadway for bikes and vehicles. Staff believes the proposed modifications to the countywide trails plan as shown on the CDP/FDP are generally consistent with the Comprehensive Plan streetscape design guidelines for the Springfield Community Business Center. Therefore staff is supportive of the modification request, and this issue has been addressed.

Transportation Analysis (Appendix 7)**Issue:** Interparcel Access

The applicant should provide interparcel access to the north parcel. Interparcel access is required under the County's Zoning Ordinance unless waived by the Director of DPWES.

Resolution:

The applicant has requested a waiver of the interparcel access requirement for the subject site because the site is surrounded on 3 sides by public right-of-way and therefore public street access is available to the adjacent property. While the site is surrounded by public right-of-way on 3 sides, Amherst Avenue to the west of the site is an elevated roadway which does not provide access to the adjacent site to the north. However, access to the adjacent site is provided from Backlick Road and the applicant has proposed a proffer to provide painting and striping required for alternating left turns from the northern tip of the median in Backlick Road to its intersection with Backlick Road. This will provide safe access to the adjacent development to the north from Bland Street. With the implementation of this proffer, staff is supportive of the waiver of the interparcel access requirement and this issue will be addressed.

Issue: TAGS System and Transportation Demand Measures (TDM)

The applicant should provide a bus shelter (or an escrow for a bus shelter) to be located at the south-eastern corner of Backlick Road and Bland Street. Substantial TDM Measures should be provided by the applicant.

Resolution:

As discussed earlier in this report, the applicant has proposed proffered to provide a contribution (\$10,000) to the TAGS system and to make a cash contribution (\$20,000) to construct a bus shelter at the existing stop on the southeast corner of Bland Street and Backlick Road. The applicant has not proffered to yearly participation or membership in TAGS. Therefore, this issue has not been fully addressed.

Issue: Coordination of Transportation improvements with VDOT

The applicant should revise their left turn lane and two-way left turn lane striping on Backlick per VDOT direction. See Enclosed Exhibit.

The applicant should proffer to provide signal modifications to the existing signal at Backlick Road and Bland that coordinate with the applicant's restriping of Backlick Road.

The applicant should provide sight distance profiles for the proposed site entrance to Backlick Road and at the Backlick Road/ Old Keene Mill Road intersection prior to this application proceeding.

The applicant has proposed proffers to address the transportation improvements associated with this application, stating that the Applicant shall provide sight distances meeting applicable standards, and the following transportation improvements in addition to those improvements otherwise required by the County and VDOT pursuant to law:

- The addition of a left turn on the median island in Backlick Road with its northern tip to align with the entrance to the hotel.
- The painting and striping required for alternating left turns from the northern tip of the median to Bland Street.
- Adjustments to the timing of the existing traffic control light at Bland and Backlick Road in coordination with the striping and turn movements specified by VDOT.
- Appropriate signage for the southbound portion of Backlick Road adjacent to the Hotel site for possible use by bicyclists.

With the implementation of the proposed proffers, these issues have been addressed.

Stormwater Management Analysis (Appendix 8)

Issue: Site Outfall

As discussed in the Environmental Analysis, The outfall narrative provided describes the direction of the drainage through a series of pipes flowing in a westerly direction, and the plan depicts an alternative outfall improvement design on Sheet 3. The outfall narrative indicates that storm sewer improvements will be provided along parcels adjacent to the site.

Resolution:

The design of this system will be reviewed for adequacy per the PFM during site plan review. Staff has proposed a development condition that the applicant shall provide for storm drainage easements to be recorded across the western boundaries of the two properties to the north (Tax Map 804 ((1)) 9C & 9B) in locations as shown on the CDP/FDP, and if the outfall easement cannot be obtained, then the applicant shall provide detention for the 1-year 24-hour storm, as if the site were in a wooded condition, with the implementation of this condition, this issue will be addressed.

Water Service Analysis (Appendix 9)

The property is located within the Fairfax County Water Authority service area and adequate domestic water service is available at the site from an existing 30-inch water main located at the property.

Fire and Rescue Analysis (Appendix 10)

The site is serviced by the Springfield Station #422 of the Fairfax County Fire and Rescue Department and currently meets fire protection guidelines.

Schools Analysis

The proposed development of an extended stay hotel will not generate additional students.

ZONING ORDINANCE PROVISIONS (Appendix 15)

The application must comply with the applicable regulations of the Zoning Ordinance found in Article 6, Planned Development District Regulations and Article 16, Development Plans, among others.

Article 6

Sect. 6-201 states that the PDC District was established "...to encourage the innovative and creative design of commercial development. The district regulations are designed to accommodate preferred high density land uses which could produce detrimental effects on neighboring properties if not strictly controlled as to location and design; to insure high standards in the lay out, design and construction of the commercial developments."

This site was the subject of Out of Turn Plan Amendment S04-IV-S1, adopted on May 23, 2005. The applicant's proposed uses and design/intensity are consistent with Plan guidance and furthers the overall goals for revitalization of this area.

Par. 1 of Sect. 6-207 requires that a PDC District result in a minimum yield of 100,000 square feet of gross floor area or that the proposed development be a logical extension of an existing P District and yield a minimum of 40,000 square feet of gross floor area. The development proposes 108,000 square feet of development which is more than the minimum of 100,000 square feet.

The application proposes development of the site at a floor area ratio of 1.97. Par. 3 of Sect. 6-208 permits a maximum FAR of 1.5, which may be increased by the Board, in its sole discretion, up to a maximum of 2.5 in accordance with and when the conceptual and final development plans include one or more of the following:

- More open space than the minimum required by Sect. 209 below - Not more than 2% for each additional 1% of the gross area provided in open space.

The application proposes 17% open space when 15% is required. The additional 2% open space allows the application to be eligible up to a 4% increase in FAR, which would result in a 1.56 maximum FAR.

- Unique design features and amenities within the planned development which require unusually high development costs and which achieve an especially attractive and desirable development, such as, but not limited to, terraces, sculpture, reflecting pools and fountains - As determined by the Board in each instance, but not to exceed 35%.

The application proposes to provide a “green wall” along the entire east side of the proposed parking structure as a unique design feature and visual public amenity. This wall would be comprised of a metal cable used as trellis. Vine or clinging plants will grow on this trellis to eventually cover an approximately 3,000 square foot area of the green wall.

The CDP/FDP also shows that the existing concrete sidewalk along the Old Keene Mill Road and Backlick Road frontages of the site will be removed and replaced with a five foot (5') brick sidewalk with existing two foot (2') brick pavers at the edges of the proposed brick sidewalk, with serpentine planting closer to the building and benches for pedestrians, which are beyond the streetscape design standards for the CRD.

The applicant has proffered to acquire the necessary maintenance agreements to enhance and continually maintain the median located at the intersection of Old Keene Mill Road and Backlick Road to provide a “gateway” feature to the Springfield Commercial District, if approved by VDOT. The median will include a monument sign for the Springfield Community and crosswalk along the southern portion of the median for pedestrian travel.

The application proposes to underground existing aerial utilities as determined by Dominion Virginia Power.

A 35% increase in maximum FAR based on the provisions of unique design features and amenities would make the application eligible for a maximum FAR of 2.03

- Below-surface off-street parking facilities - Not more than 5% for each 20% of the required number of parking spaces to be provided.

The application proposes 34 parking spaces to be provided below surface. The required number of parking spaces for the proposed use is 176 spaces; therefore 20% of the required number of parking spaces will be below surface. This would make the application eligible for a 5% increase in maximum FAR, which would be a 1.6 FAR

- Above-surface off-street parking facilities within an enclosed building or structure - Not more than 3% for each 20% of the required number of parking spaces to be provided.

The application proposes 68 parking spaces to be provided above surface. The required number of parking spaces for the proposed use is 176 spaces; therefore 38% of the required number of parking spaces will be above surface. This would make the application eligible for a 3% increase in maximum FAR, which would be a 1.6 FAR

Based on the additional open space proposed, the unique design features identified in the analysis, and the below surface and above surface parking proposed as well as the Comprehensive Plan recommendations for Land Unit A of the Springfield Commercial Business District, the application would be eligible, for a maximum FAR of 2.2, therefore staff is supportive of the increase in maximum FAR in the PDC District to 1.97.

Par. 1 of Sect. 6-209 requires that a minimum open space area of 15% be adhered to in the PDC District. As discussed previously, the development provides for 17% open space and therefore exceeds the minimum requirement.

Article 16, Sects. 16-101 and 16-102

Sect. 16-101 General Standards:

All planned developments must meet the general standards specified in Sect. 16-101.

General Standard 1 requires substantial conformance with the Comprehensive Plan. As previously discussed, the proposal meets the recommendations of the Comprehensive Plan.

General Standard 2 requires that the design of the proposed planned development result in a more efficient use of the land and in a higher quality site design than could be achieved in a conventional district. In order to be in harmony with the Comprehensive Plan recommendations for the subject site as discussed previously, *buildings should be located close to the street and streetscape amenities such as benches and bus shelters should be provided*; the proposed developed design could not be achieved under a conventional district due to minimum yard requirements. Additionally the PDC District allows a maximum of 1.5 FAR, which may be increased to a maximum of 2.5. This would not be allowed in a conventional district.

General Standard 3 requires that the design of the proposed development protect and preserve the natural features on the site. The existing site is vacant, almost devoid of existing vegetation and approximately 90% impervious. There are no natural features on the site to preserve.

General Standard 4 requires that the proposed development be designed to prevent substantial injury to the use and value of existing surrounding development and not to hinder, deter, or impede development of surrounding undeveloped properties in accordance with the adopted Comprehensive Plan. The applicant has requested a waiver of the interparcel access requirement to the property to the north. That property is already developed with a Midas Muffler Shop. As discussed previously applicant suggests that waiver of the interparcel connection because the site is surrounded on 3 sides by public right-of-way and therefore public access available to the adjacent property. While the site is surrounded by public right-of-way on 3 sides, Amherst Avenue to the west of the site is an elevated roadway which does not provide access to the adjacent site to the north. However, access to the adjacent site is provided from Backlick Road and the applicant has proposed a proffer to provide painting and striping required for alternating left turns from the northern tip of the median in Backlick Road to its intersection with Bland Street. This will provide safe access to the adjacent development to the north from Backlick Road. With the implementation of this proffer, staff is supportive of the waiver request and feels that this standard will be met.

General Standard 5 requires that the planned development be located in an area where transportation, police, fire protection, and other public facilities are available and adequate for the proposed use. The development is proposed in an area where transportation, police, fire protection, and other public facilities are available and adequate for the proposed use.

General Standard 6 requires that the planned development coordinate linkages among internal facilities and services as well as provide connections to major external facilities and services at a scale appropriate to the development. As discussed previously, the application does not provide interparcel access. The applicant is requesting a modification of the countywide trails plan which shows a major trail running through the center of the site as well as an on road bike trail along Backlick Road. A major paved trail is also shown on the trails plan along Old Keene Mill Road. Instead the applicant proposes to replace the existing concrete sidewalk along the Old Keene Mill Road and Backlick Road frontages of the site as discussed previously. The applicant also proposes to provide signage indicating Backlick Road in that area is a "shared use" roadway for bikes and vehicles.

All planned developments must meet the Design Standards of Section 16-102 of the Zoning Ordinance.

Sect. 16-102 Design Standards:

Design Standard 1 states that at all peripheral lot lines bulk regulations, landscaping and screening provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration.

The proposed development most closely resembles the C-4 District; the following table depicts the bulk regulations of the C-4 District within a Commercial revitalization District.

Bulk Standards C-4 (CRD)		
Standard	Required	Provided
Max. Building Height	120 feet	75 feet
Front Yard	Controlled by a 25° angle of bulk plane, but not less than 40 feet. (79 feet for a 170 ft. tall building)	0.61feet* (Amherst Ave.) 3.4 feet* (Old Keene Mill Rd) 2.7 feet* (Backlick Road)
Rear Yard	Controlled by a 20° angle of bulk plane, but not less than 25 feet. (62 feet for 170 ft. tall building)	4.5 feet*
Side Yard	N/A	N/A
FAR	1.65 FAR	1.97
Open Space	15%	17%
Parking Spaces	One (1) space per rental unit, plus four (4) spaces per fifty (50) rental units. 176 spaces	141 spaces*
Loading Spaces	2 spaces	1 space*

* Waiver/Modifications requested

Design Standard 2 states that the development must provide adequate open space, parking and loading spaces as set forth in the Ordinance. The development exceeds the minimum required open space. As stated below, the applicant has requested modification of the loading space requirements and a 20% minimum required parking reduction.

Design Standard 3 states that the streets and driveways shall be designed to conform to the Zoning Ordinance, and that a network of trails and sidewalks shall provide access to recreational amenities and open space. There are no new streets and no driveways proposed with this application.

Waiver/Modification:Modification of the interparcel access requirement to the north:

The applicant has requested a waiver of the interparcel access requirement for the subject site because the site is surrounded on 3 sides by public right-of-way and therefore public access available to the adjacent property. While the site is surrounded by public right-of-way on 3 sides, Amherst Avenue to the west of the site is an elevated roadway which does not provide access to the adjacent site to the north. However, access to the adjacent site is provided from Backlick Road and the applicant has proposed a proffer to provide painting and striping required for alternating left turns from the northern tip of the median in Backlick Road to its intersection with Backlick Road. This will provide safe access to the adjacent development to the north from Bland Street. With the implementation of this proffer, staff is supportive of the waiver of the interparcel access requirement.

Modification of loading space requirement:

The applicant is requesting a modification from the required two (2) loading spaces to one (1) loading space. The applicant's justification is that for a hotel of this type and size the number of deliveries to the site is very limited. The food operation is for breakfast only, laundry is done on site, and the various supplies for the operation are delivered in small trucks on an infrequent basis. Staff is supportive of the loading space modification due to the very limited space available on the site.

Modification of Countywide Trails Plan:

The applicant is requesting a modification of the countywide trails plan which shows a major trail running through the center of the site as well as an on road bike trail along Backlick Road. A major paved trail is also shown on the trails plan along Old Keene Mill Road. Instead the applicant proposes to replace the existing concrete sidewalk along the Old Keene Mill Road and Backlick Road frontages of the site with a 5 foot brick sidewalk with the existing 2 foot brick pavers at the end of the sidewalk to create a wide pedestrian travel way along the site. The applicant also proposes to provide signage indicating Backlick Road in that area is a "shared use" roadway for bikes and vehicles.

Staff believes that the above requested modifications would not be a detriment to this or the surrounding developments; therefore, staff supports all modifications as requested.

Modifications in a CRD:*20% minimum off-street parking reduction:*

The applicant has requested a waiver of the interparcel access requirement for the subject site because the site is surrounded on 3 sides by public right-of-way and therefore public access available to the adjacent property. While the site is surrounded by public right-of-way on 3 sides, Amherst Avenue to the west of the site is an elevated roadway which does not provide access to the adjacent site to the north. However, access to the adjacent site is provided from Backlick Road and the applicant has proposed a proffer to provide painting and striping required for alternating left turns from the northern tip of the median in Backlick Road to its intersection with Backlick Road. This will provide safe access to the adjacent development to the north from Bland Street. With the implementation of this proffer, staff is supportive of the waiver of the interparcel access requirement

Modification of 20-foot minimum front yard requirement along Backlick Road, Old Keene Mill Road, and Amherst Avenue:

The Comprehensive Plan recommends buildings to be located close to the street. Building facades and entrances should be oriented to the streets with parking located toward the rear of buildings, or below ground. The Plan also recommends sidewalks fronting retail uses. The applicant proposes a hotel use with windows and awnings on the first level to reflect a retail image. The building is located close to the streets with a parking structure located behind the building a screened from view from the street. The application proposed front yards of 0.61feet (Amherst Ave.), 3.4 feet (Old Keene Mill Rd) and 2.7 feet (Backlick Road).

Modification of 25-foot minimum rear yard requirement along a portion of the northern boundary. (Proposed parking structure will be located ~ 4.5 feet from the property line).

As discussed with the previous modification request the application proposes parking structure located behind the building a screened from view from the street. The proposal is in harmony with the Comprehensive Plan recommendations.

Modification of the peripheral parking lot landscaping requirement along the northern property line

The Zoning Ordinance requires at t least one (1) tree for each fifty (50) feet shall be planted in the landscaping strip; however, this shall not be construed as requiring the planting of trees on fifty (50) foot centers, for any parking lot contains twenty (20) or more spaces and transitional screening is not required. Due to the minimal area available for landscaping along the northern boundary of the site, the applicant proposes to provide a 4 foot wide landscape strip consisting of evergreen hedges along the northern boundary of the site.

Staff believes that the above requested modifications would not be a detriment to this or the surrounding developments, and would generally be in harmony with the site specific Comprehensive Plan recommendations that address the subject site, and will further the goals of revitalization for the Springfield CRD; therefore, staff supports all modifications as requested.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The applicant seeks rezoning approval to the PDC District in order to redevelop a former restaurant site into an extended stay hotel. The proposed 108,000 square foot hotel would contain 163 suites. A 141 space parking structure located behind the building would have one level below ground. The 1.26 acre site would be developed at an intensity of 1.97 FAR and access to the site is proposed from Backlick Road.

Staff believes that applicant's proposed uses and design/intensity are consistent with Plan guidance and furthers the overall goals for revitalization of this area. Staff believes that the proposed development can be supported without interparcel connection to the north. Staff concludes with the proposed proffers and development conditions the subject applications are in conformance with applicable Zoning Ordinance provisions.

Staff Recommendations

Staff recommends approval of RZ 2005-LE-022 and the associated Conceptual Development Plan, subject to the proffers consistent with those contained in Appendix 1.

Staff recommends approval of FDP 2005-LE-022, subject to the proposed conditions contained in Appendix 2 and subject to the Board of Supervisors approval of RZ 2005-LE-022 and the Conceptual Development Plan.

Staff recommends approval of the waiver of the interparcel access requirement to the north.

Staff recommends approval of a modification of the off-street loading space requirement.

Staff recommends approval of a modification of the Countywide Trails Plan

Staff recommends approval of the 20% parking reduction

Staff recommends approval of the modification of 20-foot minimum front yard requirement along Backlick Road, Old Keene Mill Road, and Amherst Avenue.

Staff recommends approval of the modification of 25-foot minimum rear yard requirement along a portion of the northern boundary.

Staff recommends approval of the modification of the peripheral parking lot landscaping required along the northern property line.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendations of staff; it does not reflect the position of the Board of Supervisors.

APPENDICES

1. Draft Proffers
2. Proposed Final Development Plan Conditions
3. Affidavit
4. Statement of Justification
5. Plan Citations and Land Use Analysis
6. Environmental Analysis
7. Transportation Analysis
8. Stormwater Analysis
9. Water Service Analysis
10. Fire and Rescue Analysis
11. Park Authority Analysis
12. Applicable Zoning Ordinance Provisions
13. Glossary of Terms

**PROFFER STATEMENT
RZ/FDP 2005-LE-022
Draft November 17, 2005**

Pursuant to Section 15.2-2303 (A), Code of Virginia, 1950, as amended, Residence Inn By Marriott, Inc. (hereinafter referred to as the "Applicant"), for the owners, themselves, successors and assigns in Rezoning Application RZ/FDP-2005-LE-022 (the "Application"), proffers, for the property identified as Tax Map Reference No. 80-4 ((1))-0010 (hereinafter referred to as the "Property"), the following items, provided that the Fairfax County Board of Supervisors approves the Application.

1. Substantial Conformance. Subject to the proffers and the provisions of Article 16 of the Zoning Ordinance, under which minor modifications per section 16-404 of the Zoning Ordinance to an approved development plan are permitted, the development shall be in substantial conformance with the Conceptual Development Plan/Final Development Plan (CDP/FDP), containing six (6) sheets prepared by Rinker Design Associates, P.C. dated June 14, 2005 as revised through November 21, 2005.

2. Building Elevations and Materials. The building elevations and materials of the Residence Inn by Marriott Hotel (the "Hotel"), shall be substantially in accordance with the approved conceptual perspective renderings of the front and rear included in the CDP/FDP Set Sheets 4 and 5 and the building colors shall be substantially in accord with the attached two pages of renderings (used here only for purposes of illustrating the color of the materials) prepared by Davis, Carter, Scott, Ltd and dated June 18, 2005, a copy of which is attached and incorporated herein by reference as Exhibit A. All facades shall be fifty percent (50%) masonry and the remainder of the highest quality commercial grade exterior insulating finishing system ("EIFS"). Prior to the approval of the Site Plan, samples of the exterior materials and the "green wall" shall be provided to the Planning Commissioner for the Lee District for administrative review and approval. Prior to Site Plan approval, the specifics of the Best Management Practices for storm water management ("BMP's") shall be provided to the Commissioner for his review and comment.

3. Type and Physical Characteristics of Use.

- a. The use of Property shall be an extended stay hotel.
- b. The hotel shall be 6 stories and contain approximately 110,000 square feet and no more than 163 suites.
- c. There shall be awnings on the ground level along Backlick Road and Old Keene Mill Road and larger ground floor windows shall face these streets to reflect a "retail" image as shown on the CDP/FDP.
- d. The corner feature shall have architectural block/brick type II on the second through fifth floor.
- e. There shall be one level of below surface parking and two levels of above surface structured parking as shown in the CDP/FDP.

- f. The median at Backlick Road shall be improved as shown on the CDP/FDP provided the Virginia Department of Transportation ("VDOT") approves. Such improvements to the median include, by way of example, enhanced landscaping, a cross walk at the southern end of the median, a "monument" sign advertising the Springfield Area, and a left turn lane for northbound traffic on Backlick Road
- g. There shall be "Streetscape" amenities added along Backlick Road and Old Keene Mill Road and landscaping added between the Midas Muffler Shop and the Hotel as shown on the CDP/FDP.
- h. The "alley" between the bridge and the Hotel will be "blocked off" using a painted metal (not chain link) fence and locking gate with the metal to match the material and design style of the metal used in the entry feature on the Corner. The Commissioner shall review this design for approval prior to site plan approval.

4. Aerial Utilities. All aerial utilities on site between the Hotel and the western curb of Backlick Road and south of the entrance to the Hotel on Backlick Road shall be placed underground.

5. Cash contributions. The following cash contributions shall be made within thirty (30) days after the issuance of the "Non-Rup" (or "occupancy permit") for the Hotel:

- a. Ten thousand dollars (\$10,000.00) to C-SPARC;
- b. Thirty thousand dollars (\$30,000.00) to the Springfield Cultural Center;
- c. One lump sum payment of Ten thousand dollars (\$10,000.00) to the "TAGS" transit system;
- d. Five Thousand dollars (\$5,000.00) to an entity designated by the County for the purpose of the beautification of the Springfield Revitalization District;
- e. Twenty Thousand dollars (\$20,000.00) to the County or an entity designated for the purpose of constructing a bus shelter at the SE corner of Bland and Backlick Roads.

6. Transportation Improvements. The Applicant shall provide sight distances meeting applicable standards, and the following transportation improvements in addition to those improvements otherwise required by the County and VDOT pursuant to law:

- a. The addition of a left turn on the median island in Backlick Road with its northern tip to align with the entrance to the hotel.
- b. The painting and striping required for alternating left turns from the northern tip of the median to Bland Street.
- c. Adjustments to the timing of the existing traffic control light at Bland and Backlick Road in coordination with the striping and turn movements specified by VDOT.
- d. Appropriate signage for the southbound portion of Backlick Road adjacent to the Hotel site for possible use by bicyclists.

7. Advanced Density Credit. Advanced density credit shall be reserved as may be permitted by the provisions of Paragraph 5 of Section 308 of the Fairfax County Zoning Ordinance for all eligible dedications as shown on the CDP/FDP and road dedications, or as may be required by Fairfax County and/or VDOT as part of their approval of the site plan for the Hotel.

8. Landscape Plan and Maintenance Agreement.

A. A landscape plan shall be submitted as part of the initial submission of the site plan for the Hotel and as part of each subsequent submission of such site plan and shall be coordinated with and approved by the Urban Forester. This landscape plan shall be in substantial conformance with the landscape concepts illustrated on the CDP/FDP. Exact location and type of plantings may be modified based on utility location, sight distance easements, and final engineering details as determined by the Urban Forestry Management (UFM); provided the modifications are in substantial conformance with the CDP/FDP.

B. If during the process of site plan review, any new landscaping shown on the CDP/FDP between the parking structure and Amherst Avenue do not survive after a period of three years from the time of planting, that an area of alternative landscaping consisting of trees and/or plant material of a type and size consistent with that displaced, shall be substituted in a manner as reasonably approved by the UFM.

C. In accordance with the PFM, native or recommended species shall be used in all landscaped areas as approved by the UFM.

D. The owner of the Property shall enter into a maintenance agreement with the County wherein the owner shall maintain the landscape materials and signage on the median island in Backlick Road and the owner shall cooperate with the County in the County's efforts to enter into an agreement for maintenance with VDOT.

9. Noise Standards. The guest suites shall have an interior noise level of about 45 dBA Ldn within any area impacted by noise between 65 and 70 dBA Ldn noise contours. Construction materials and techniques shall be used so as to achieve an STC of at least 39 for exterior walls. Doors and glazing shall have a laboratory STC rating of at least 28 and if glazing constitutes more than 20 percent (20%) of any façade, they shall have the same STC ratings as walls. Measures to seal and caulk between surfaces shall follow methods approved by the American Society of Testing and Materials to minimize sound transmission.

10. Lighting. All on site outdoor lighting shall comply with the Outdoor Lighting Standards in Section 14-900 of the Zoning Ordinance. When measured outside the building, interior lighting of the building shall not exceed the Outdoor Lighting Standards.

11. Signage. All signage on the Property shall conform to the requirements of Article 12 of the Zoning Ordinance. No temporary signs (including "Popsicle" style paper or cardboard signs), which are prohibited by Article 12 of the Zoning Ordinance, and no signs, which are prohibited by Chapter 7 of Title 33.1 or Chapter 8 of Title 46.2 of the Code of Virginia shall be placed on or off-site by the Applicant.

12. Groundwater Monitoring. Prior to site plan approval the applicant shall demonstrate to the DPWES that a long-term groundwater monitoring and remedial action program has been instituted on the site to the satisfaction of the Department of Environmental Quality. The applicant shall maintain written record documenting all periodic monitoring activity and copies of such shall be maintained on site and made available to the County upon request.

Proffers
RZ/FDP-2005-LE-022

Residence Inn By Marriott, Inc.
By: Daryl Nickel, Vice President
Applicant/ Owner

Date

FINAL DEVELOPMENT PLAN CONDITIONS

FDP 2005-LE-022

November 23, 2005

If it is the intent of the Planning Commission to approve FDP 2005-LE-022 for an extended stay hotel located at Tax Maps 80-4 ((1))10 staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions:

1. Development of the property shall be in substantial conformance with the CDP/FDP entitled Residence Inn consisting of six sheets prepared by Rinker Design Associates, P.C. dated June 14, 2005 as revised through October 31, 2005.
2. At the time of site plan approval, the applicant shall provide for storm drainage easements to be recorded across the western boundaries of the two properties to the north (Tax Map 804 ((1)) 9C & 9B) in locations as shown on the CDP/FDP. If the outfall easement cannot be obtained, then the applicant shall provide detention for the 1-year 24-hour storm, as if the site were in a wooded condition.
3. The applicant shall install a "Green Wall" on metal cables along the east side of the parking structure consisting of ivy or other plant material as determined by UFM, DPWES to reduce the visual impact of the hard surfaces of the parking structure.
4. Stormwater Management and BMP facilities to serve the site shall be provided in accordance with the PFM as determined by DPWES.

The above proposed conditions are staff recommendations and do not reflect the position of the Planning Commission unless and until adopted by the Planning Commission.