



APPLICATION ACCEPTED: September 13, 2010
PLANNING COMMISSION: February 24, 2011
BOARD OF SUPERVISORS: March 8, 2011 @ 3:30 P.M.

County of Fairfax, Virginia

February 9, 2011

STAFF REPORT

CRD

APPLICATION RZ/FDP 2010-LE-013

LEE DISTRICT

APPLICANT: WPPI Springfield HS, LLC

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

REQUESTED ZONING: PDC, CRD, SC, HC

PARCELS: Tax Map 80-4 ((9)) 4, 5, and 6

ACREAGE: 1.63 acres

FLOOR AREA RATIO: 1.68 FAR

OPEN SPACE: 15%

PLAN MAP: Retail and other

PROPOSAL: Request to rezone 1.63 acres from the C-6 District to the PDC District to establish a 120,000 SF extended stay hotel.

STAFF RECOMMENDATIONS:

Staff recommends approval of RZ 2010-LE-013 and the associated Conceptual Development Plan, subject to the proffers consistent with those contained in Appendix 1.

Staff recommends approval of FDP 2010-LE-013, subject to the Board of Supervisors approval of RZ 2010-LE-013 and the Conceptual Development Plan.

Staff recommends approval of an increase in maximum FAR from 1.5 to 1.68 pursuant to Par. 3 of Sect. 6-208 of the Zoning Ordinance.

St.Clair Williams

Department of Planning and Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5509
Phone 703-324-1290 FAX 703-324-3924
www.fairfaxcounty.gov/dpz/



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

Staff recommends approval of a 20% parking reduction.

Staff recommends approval of the modification of the 20-foot minimum rear yard requirement to permit a minimum rear yard of 8 feet along the eastern boundary.

Staff recommends approval of the modification of the front yard 45-degree bulk plane requirements to permit a front yard bulk plane of 4 degrees.

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.

The approval of this application does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

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.

O:\SWILL\ZR\Z 2010-LE-013 WPPI Springfield Hotel\Staff Report\Final Staff Report.doc



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).

Rezoning Application

RZ 2010-LE-013

Final Development Plan

FDP 2010-LE-013

Applicant: WPPI SPRINGFIELD HS, LLC
Accepted: 09/13/2010
Proposed: COMMERCIAL
Area: 1.63 AC OF LAND; DISTRICT - LEE
Zoning Dist Sect:
Located: NORTHWEST QUADRANT OF THE INTERSECTION
OF OLD KENE MILL ROAD AND AMHERST AVENUE

Applicant: WPPI SPRINGFIELD HS, LLC
Accepted: 09/13/2010
Proposed: COMMERCIAL
Area: 1.63 AC OF LAND; DISTRICT - LEE
Zoning Dist Sect:
Located: NORTHWEST QUADRANT OF THE INTERSECTION
OF OLD KENE MILL ROAD AND AMHERST AVENUE

Zoning: FROM C- 6 TO PDC
Overlay Dist: CRD SCHC
Map Ref Num: 080-4- /09/ /0004 /09/ /0005
/09/ /0006

Zoning: PDC
Overlay Dist: CRD SCHC
Map Ref Num: 080-4- /09/ /0004 /09/ /0005
/09/ /0006



Rezoning Application

RZ 2010-LE-013

Applicant: WPPI SPRINGFIELD HS, LLC
Accepted: 09/13/2010
Proposed: COMMERCIAL
Area: 1.63 AC OF LAND; DISTRICT - LEE
Zoning Dist Sect:
Located: NORTHWEST QUADRANT OF THE INTERSECTION
OF OLD KEENE MILL ROAD AND AMHERST AVENUE

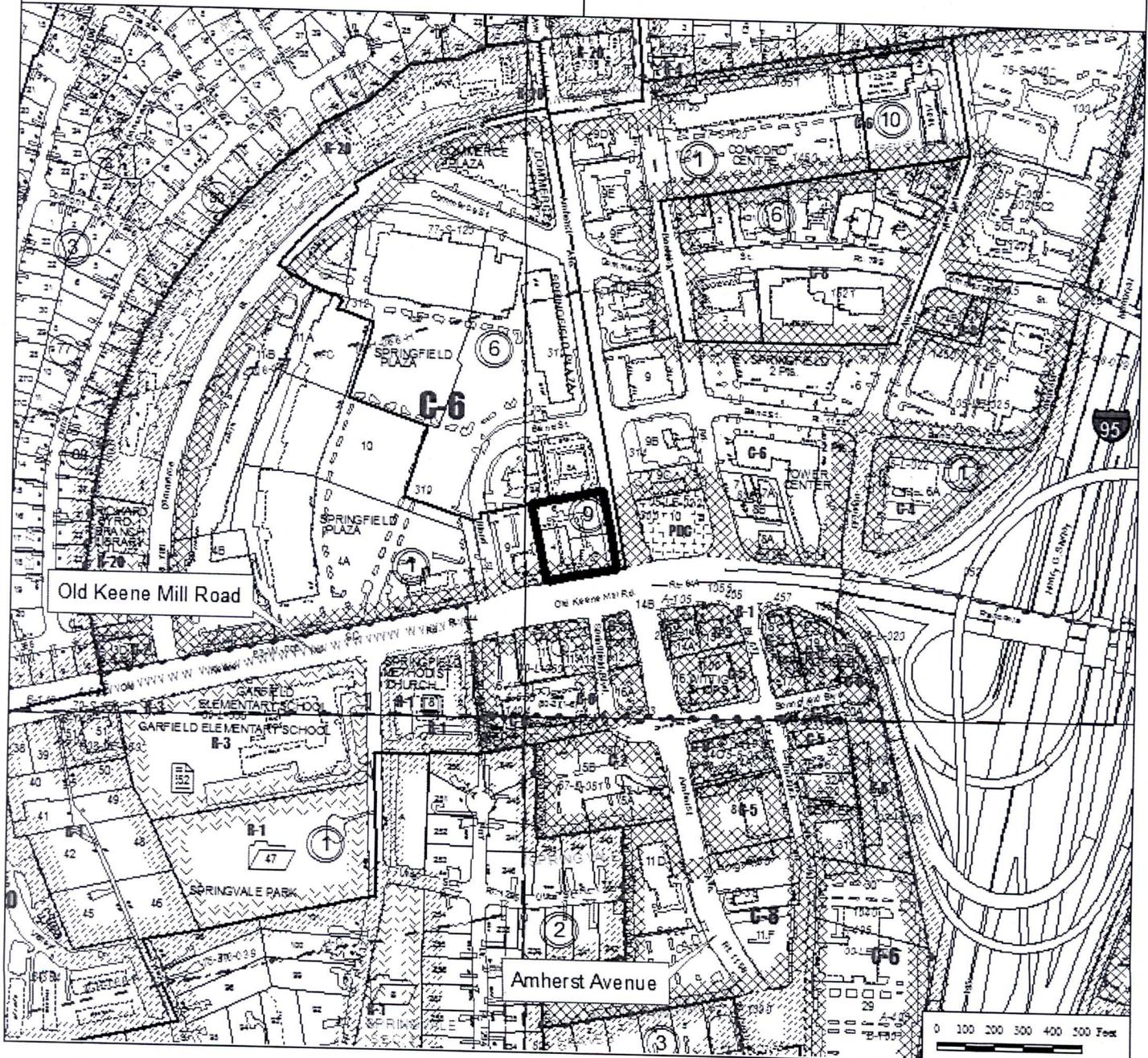
Zoning: FROM C-6 TO PDC
Overlay Dist: CRD SC HC
Map Ref Num: 080-4- /09/ /0004 /09/ /0005
/09/ /0006

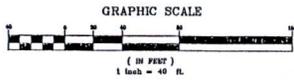
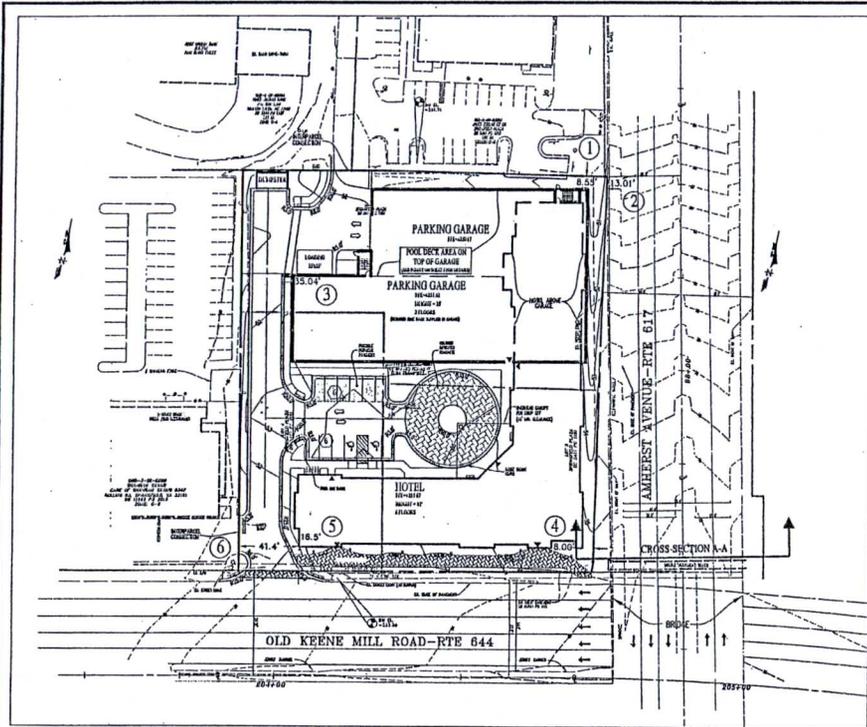
Final Development Plan

FDP 2010-LE-013

Applicant: WPPI SPRINGFIELD HS, LLC
Accepted: 09/13/2010
Proposed: COMMERCIAL
Area: 1.63 AC OF LAND; DISTRICT - LEE
Zoning Dist Sect:
Located: NORTHWEST QUADRANT OF THE INTERSECTION
OF OLD KEENE MILL ROAD AND AMHERST AVENUE

Zoning: PDC
Overlay Dist: CRD SC HC
Map Ref Num: 080-4- /09/ /0004 /09/ /0005
/09/ /0006



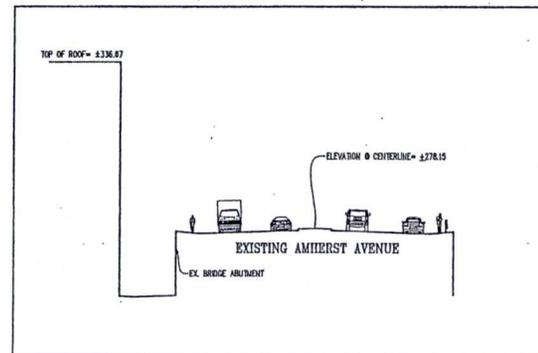


BULK PLANE DIAGRAMS

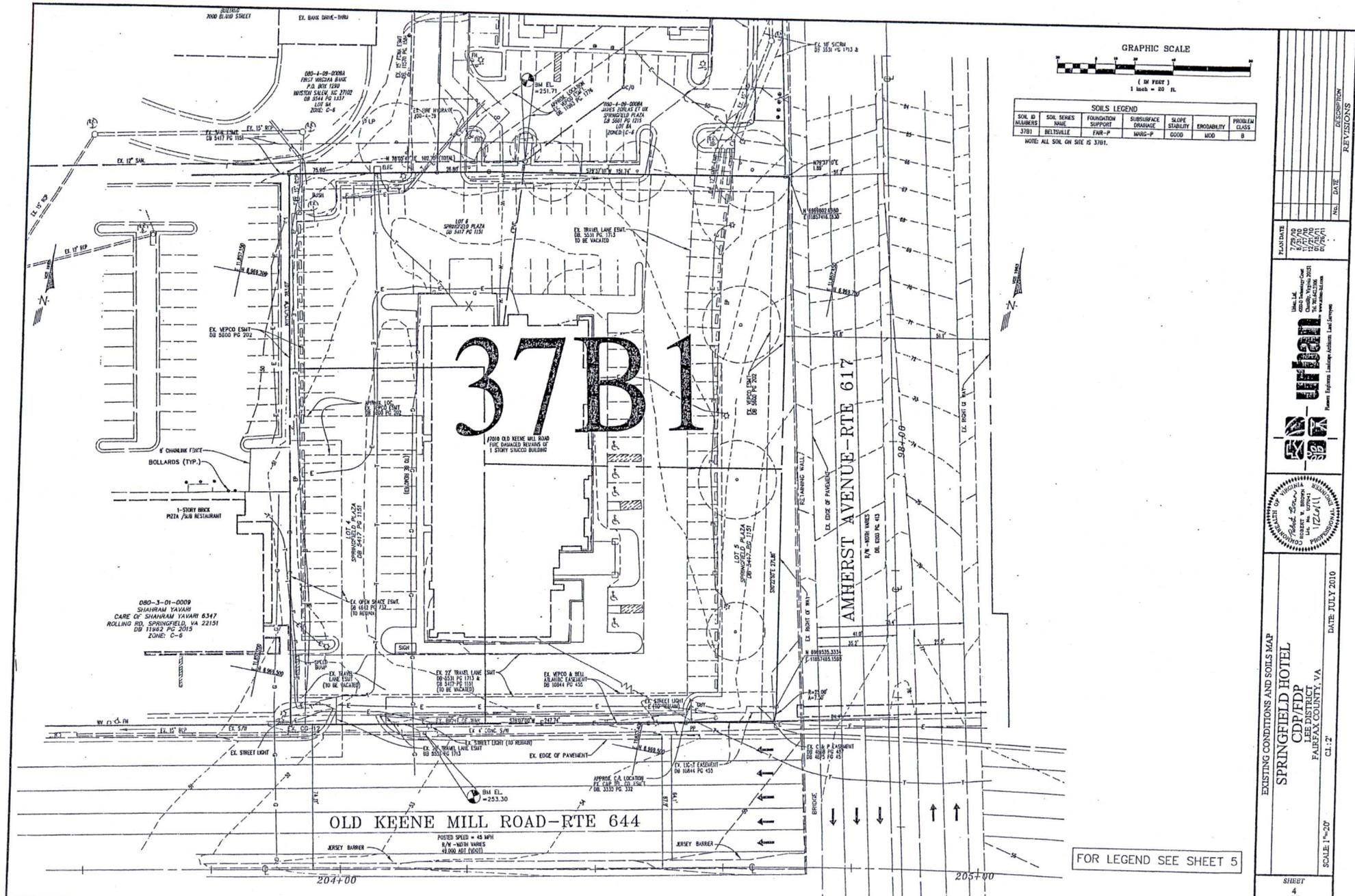
BULK PLANE ILLUSTRATIVES

<p>① PARKING GARAGE - NORTH SIDE (REAR YARD) SCALE: 1"=40'</p>	<p>④ HOTEL - AMHERST RD (FRONT YARD) SCALE: 1"=40'</p>
<p>② PARKING GARAGE & HOTEL - EAST SIDE (FRONT YARD) SCALE: 1"=40'</p>	<p>⑤ HOTEL - OLD KEENE MILL RD (FRONT YARD) SCALE: 1"=40'</p>
<p>③ WEST SIDE (SIDE YARD) SCALE: 1"=40'</p>	<p>⑥ WEST SIDE (SIDE YARD) SCALE: 1"=40'</p>

AMHERST AVENUE CROSS SECTIONAL VIEW (SCALE: 1"=20')
(CROSS SECTION A-A)



<p>DATE: _____</p> <p>REVISIONS</p>
<p>PLAN DATE: _____</p> <p>DATE: _____</p>
<p>Scale: 1"=40'</p> <p>Scale: 1"=20'</p>
<p>DATE: JULY 2010</p>
<p>SCALE AS NOTED</p>
<p>CL: N/A</p>
<p>FAIRFAX COUNTY, VA</p>
<p>CDP/FDP</p>
<p>LEB DISTRICT</p>
<p>SPRINGFIELD HOTEL</p>
<p>BULK PLANE DIAGRAMS</p>
<p>SHEET 3 OF 21</p>
<p>ZMAP-12577</p>



GRAPHIC SCALE
 1 inch = 20 ft.

SOILS LEGEND						
SOIL ID NUMBERS	SOIL SERIES NAME	FOUNDATION SUPPORT	SUBSURFACE DRAINAGE	SLOPE STABILITY	ERODIBILITY CLASS	PROBLEM CLASS
37B1	BELTSVILLE	FAIR-P	MARG-P	GOOD	MOD	B

NOTE: ALL SOIL ON SITE IS 37B1.

PLANNED DATE: 7/27/10
 DRAWN BY: J. L. ...
 CHECKED BY: ...
 DATE: JULY 2010

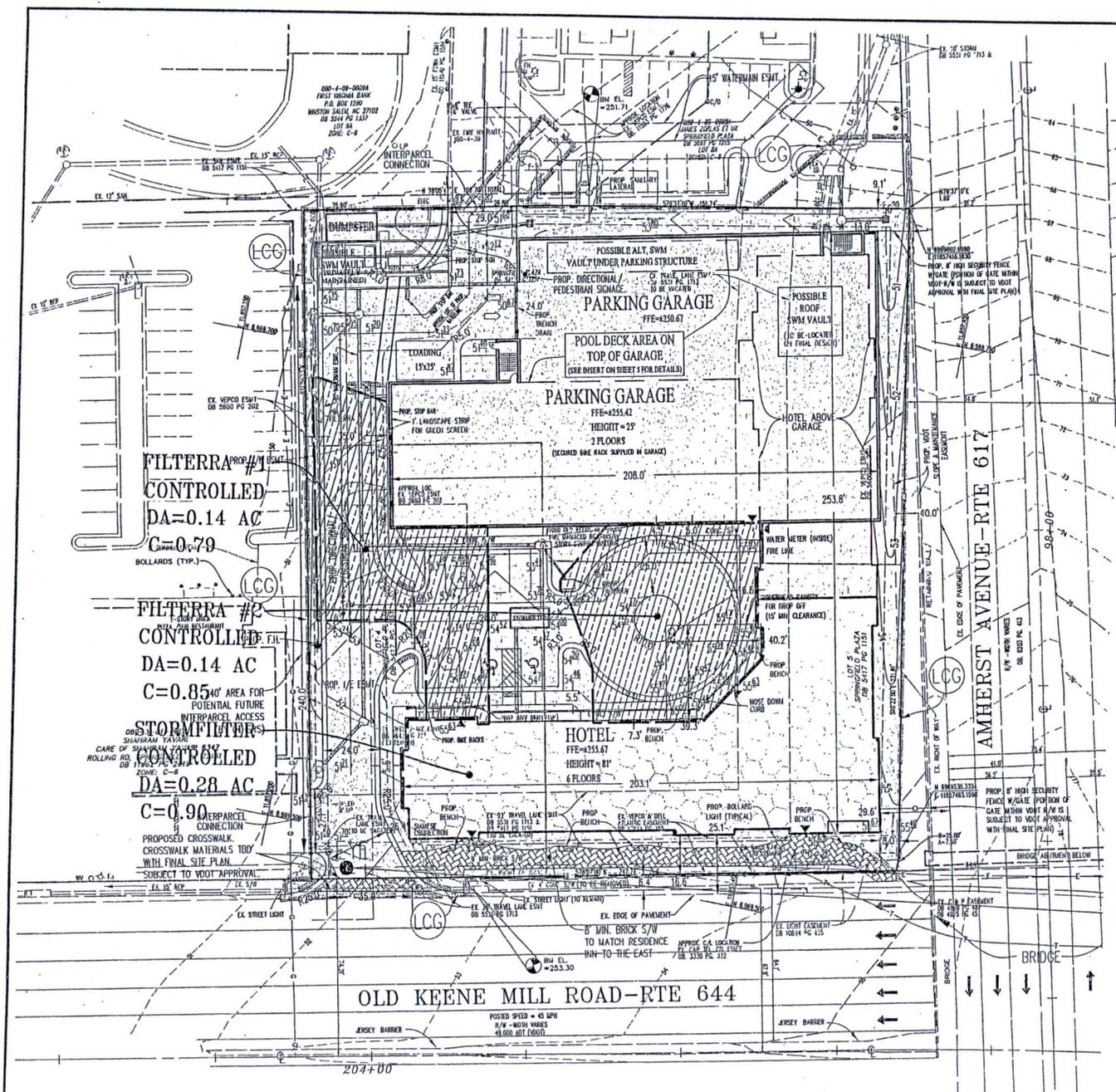
EXISTING CONDITIONS AND SOILS MAP
SPRINGFIELD HOTEL
 CDP/FDP
 LEE DISTRICT
 FAIRFAX COUNTY, VA
 CL:7

SCALE: 1"=20'

SHEET 4 OF 21

ZMAP-12577

FOR LEGEND SEE SHEET 5



B.M.P. NARRATIVE

THE EXISTING, PREVIOUSLY DEVELOPED SITE WAS NOT DEVELOPED WITH BMP FACILITIES. BECAUSE THE SITE HAS ALREADY BEEN DEVELOPED, THE CALCULATIONS ASSOCIATED WITH PART 4 OF THE NORTHERN VIRGINIA BMP HANDBOOK SHALL BE USED. THE PROPOSED HOTEL, PROPOSED MORE IMPERVIOUS AREA THAN THE PREVIOUS RESTAURANT USE. THE PROPOSED IMPERVIOUS AREA IS 8.8X WHILE THE PREVIOUS IMPERVIOUS AREA WAS 8.2X. THEREFORE, ONLY 12.1% ARE REQUIRED. TWO PROPOSED FILTERRA BMP DEVICES ARE USED TO MEET THIS REQUIREMENT AS SHOWN ON THIS SHEET.

HMP FACILITY DESIGN CALCULATION

IIIa. Phosphorus Removal - "Occouman Method"

Part 1: List all of the Subareas and "C" Factors used in the BMP Computations

Subarea Designation and Description	"C"	Acres
(1)	(2)	(3)
Area to Filterra 1	0.79	0.14
Area to Filterra 2	0.85	0.14
Area to Stormfilter	0.90	0.28
Area Uncontrolled (Proposed)	0.80	1.09
Total		1.6

IIIb. Phosphorus Removal - "Occouman Method"

Part 2: Compute the Weighted Average "C" Factor for the Site

(A) Area of the site (a) 1.6 acres

(B) Subarea Designation

Subarea Designation	"C"	Acres	Product
(1)	(2)	(3)	(4)
Area to Filterra 1	0.79	0.14	0.11
Area to Filterra 2	0.85	0.14	0.12
Area to Stormfilter	0.90	0.28	0.25
Area Uncontrolled (Proposed)	0.80	1.09	0.87
(b) Total			1.35
(b)/(a) = C			0.83

C. Weighted average "C" factor

IIIc. Phosphorus Removal - "Occouman Method"

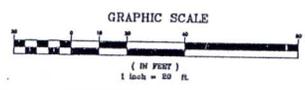
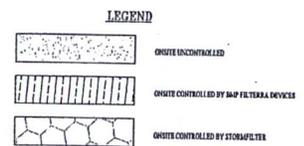
Part 3: Compute the Total Phosphorus Removal for the Site

Subarea Designation	BMP Type	Removal Eff. (%)	Area Ratio	"C" Factor	Product
(1)	(2)	(3)	(4)	(5)	(6)
Area to Filterra 1	Filtterra	88	0.08	0.85	0.61
Area to Filterra 2	Filtterra	88	0.10	1.03	0.91
Area to Stormfilter	Filtterra	88	0.17	1.09	0.94
Area Uncontrolled (Proposed)	Uncontrolled	0	0.82	0.87	0.00
(a) Total					20.26

IIIc. Phosphorus Removal - "Occouman Method"

Part 4: Determine Compliance with Phosphorus Removal Requirement

- (A) Select Requirement (a) 12.1%
- Water Supply Overlay District (Occouman Watershed) = 80% (Fairfax County and Prince William County)
 - Chesapeake Bay Preservation Area (New Development) = 40% (Fairfax County) (Prince William County)
 - Chesapeake Bay Preservation Area (Redevelopment) = [1 - 0.9 x (0.82 / 0.83)] x 100 = 12.1%
- (B) W Line 3(a) 20.26 > Line 4(a) 12.1%, then Phosphorus removal requirement is satisfied.



REVISIONS

NO.	DATE	DESCRIPTION

DATE: JULY 2010

BEST MANAGEMENT PRACTICES PLAN

SPRINGFIELD HOTEL

CDP/EDP

LEE DISTRICT

FAIRFAX COUNTY, VA

SCALE: AS NOTED

CL-N/A

SHEET 8 OF 21

ZMAP-12577



DRAINAGE NARRATIVES

THIS SITE IS LOCATED ON FAIRFAX COUNTY TAX MAP #80-4 ((9)) PARCELS 4, 5, AND 6, WHICH IS LOCATED AT THE INTERSECTION OF OLD KEENE MILL ROAD AND AMHERST AVENUE. THE TOTAL SITE AREA BEING DISTURBED DURING CONSTRUCTION IS APPROXIMATELY 1.62 AC. THIS PLAN PROPOSES THE REDEVELOPMENT OF AN EXISTING SITE. THE IMPERVIOUS AREA DECREASES SLIGHTLY OVER THE PREVIOUS DEVELOPMENT. SWM FACILITIES ARE PROVIDED IN ORDER TO MATCH THE DESIGN OF THE EXISTING FACILITIES TO ENSURE THERE IS NO INCREASE IN STORM RUNOFF.

ADEQUATE OUTFALL NARRATIVE:

THE PROPOSED SITE IMPROVEMENTS HAVE BEEN ENGINEERED TO ADEQUATELY PROVIDE OVERLAND RELIEF OF STORM RUNOFF TO INLETS WHICH HAVE BEEN ADEQUATELY SIZED TO ACCEPT THE 10-YEAR STORM EVENT. THESE INLETS ARE CONNECTED TO AN UNDERGROUND STORM SEWER SYSTEM WHICH HAS ALSO BEEN ANALYZED. THE SUBJECT SITE HAS 2 MAIN OUTFALL POINTS LOCATED IN THE NORTHEAST AND NORTHWEST CORNERS OF THE SITE. BOTH LOCATIONS OUTFALL INTO EXISTING CLOSED CONDUIT SYSTEMS THAT HAVE ALSO BEEN ANALYZED TO DETERMINE THAT IT CAN ADEQUATELY CONVEY THE 10-YEAR STORM EVENT WITHOUT SURCHARGING THE SYSTEM'S HYDRAULIC GRADE LINE TO WITHIN 1-FOOT OF ESTABLISHED GRADE, AND NO MORE THAN 5-FEET ABOVE THE CROWN OF THE PIPE. THE NORTHEAST CONDUIT SYSTEM CONVEYS WATER NORTHWARD ALONG THE WESTERN SIDE OF AMHERST AVENUE WITHIN 15" PIPES UNTIL IT REACHES BLAND STREET. AT THAT POINT, A 24" PIPE CONVERGES WITH THE 15" PIPE. THAT 24" PIPE CONVEYS DRAINAGE FROM A DRAINAGE AREA THAT IS AT LEAST 90% OF THE SIZE OF THE CONDUIT SYSTEM UNDER REVIEW (PER FSM SECTION 6-0203.2A). THE COMBINED DOWNSTREAM 30" CONDUIT SYSTEM HAS BEEN FURTHER STUDIED FOR THE NEXT 150' AND FOUND TO MEET THE AFOREMENTIONED 10-YEAR STORM REQUIREMENTS. THE EXISTING CONDUIT SYSTEM EXITING THE SITE FROM THE NORTHWEST FLOWS NORTHWARD, BUT THEN WESTWARD AND THEN SOUTHWARD THROUGH THE PARCEL WITH AN EXISTING BANK AND THEN THROUGH THE PARCEL WITH AN EXISTING RESTAURANT BEFORE CROSSING BLAND STREET JUST TO THE NORTH OF OLD KEENE MILL ROAD. THE EXISTING PIPE NETWORK CONTINUES TO PICK UP ADDITIONAL DRAINAGE AREA AND THE EXISTING PIPES ALSO CONTINUE TO INCREASE IN SIZE UNTIL THE CONDUIT NETWORK IS JOINED BY A 66" PIPE. THE DRAINAGE AREA ASSOCIATED WITH THE 66" PIPE IS SIGNIFICANTLY LARGER THAN THE DRAINAGE AREA OF THE CONDUIT SYSTEM BEING STUDIED. THE COMBINED DOWNSTREAM 66" CONDUIT SYSTEM HAS BEEN FURTHER STUDIED FOR THE NEXT 150' AND FOUND TO MEET THE AFOREMENTIONED 10-YEAR STORM REQUIREMENTS. THE STUDY AREA IS SHOWN ON THIS SHEET AND THE CONDUIT COMPUTATIONS SHOWING DOWNSTREAM SYSTEM ADEQUACY ARE SHOWN ON SHEET #10.

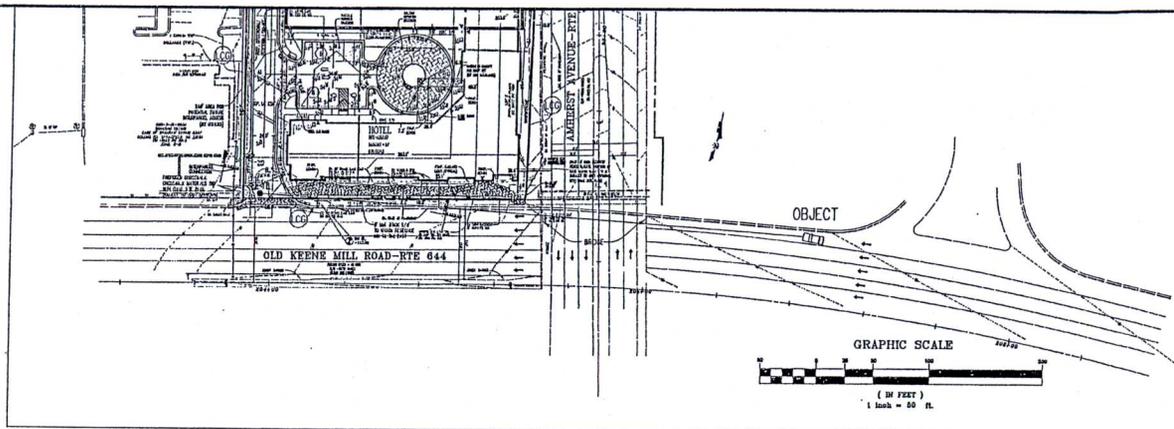
IN ADDITION TO THE ANALYSIS OF THE DOWNSTREAM DRAINAGE SYSTEM USING THE METHOD ESTABLISHED BY FSM SECTION 6-0203.2A, A SEPARATE ANALYSIS WAS PERFORMED PER FSM SECTION 6-0203.2B, AS REQUIRED BY FAIRFAX COUNTY. ADDITIONAL DOWNSTREAM SYSTEMS HAVE BEEN STUDIED TO A POINT AT WHICH THE TOTAL DRAINAGE AREA IS 100 TIMES GREATER THAN THE CONTRIBUTING DRAINAGE AREA OF THE SITE. A SERIES OF CLOSED AND OPEN CONDUIT SYSTEMS, WHICH CONVEY STORMWATER RUNOFF FROM SPRING ROAD, TERRY DRIVE, ULICA STREET, SPRINGFIELD BOULEVARD, AMHERST AVENUE AND BACKLICK ROAD, ALL TIE INTO THE AFOREMENTIONED 66" CLOSED CONDUIT SYSTEM, ROUGHLY 1,500' DOWNSTREAM OF THE STUDY PERFORMED PER FSM SECTION 6-0203.2A. THIS SYSTEM HAS BEEN FOUND TO MEET THE 10-YEAR STORM REQUIREMENTS, AS THE DRAINAGE AREAS OF THESE SYSTEMS ARE SIGNIFICANTLY LARGER THAN THAT OF THE CONDUIT SYSTEM BEING STUDIED. THE STUDY AREA IS SHOWN ON THIS SHEET AND THE CONDUIT COMPUTATIONS SHOWING DOWNSTREAM SYSTEM ADEQUACY ARE SHOWN ON SHEET #10.

SWM NARRATIVE:

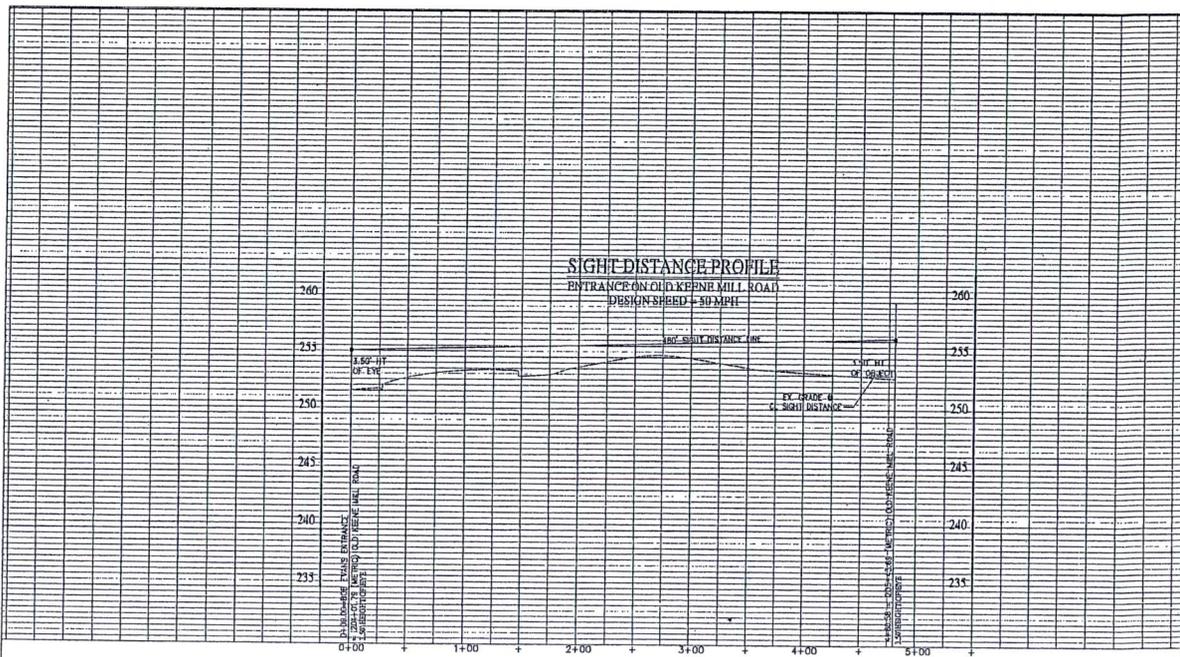
THERE ARE TWO STORMWATER MANAGEMENT DETENTION CONTROLS PROPOSED WITH THIS PROJECT. THE FIRST IS A CONCRETE VAULT WITHIN THE DRIVE AISLE NEAR THE BUILDING AND THE SECOND IS INCORPORATED WITHIN THE BUILDING AND DETAINS ROOF RUNOFF WITHIN THE CONFINES OF THE BUILDING. THE COMBINED SWM FACILITIES REDUCE THE COMBINED SITE RUNOFF TO LESS THAN THAT OF THE EXISTING CONDITIONS BEFORE THE PREVIOUS DEVELOPMENT (A FACTOR OF 0.30) AS THE COMBINED RUNOFF IS SHOWN TO BE LESS THAN THE PRE-DEVELOPMENT RUNOFF FOR BOTH THE 2-YR AND 10-YR STORM EVEN (SEE SHEET #7).

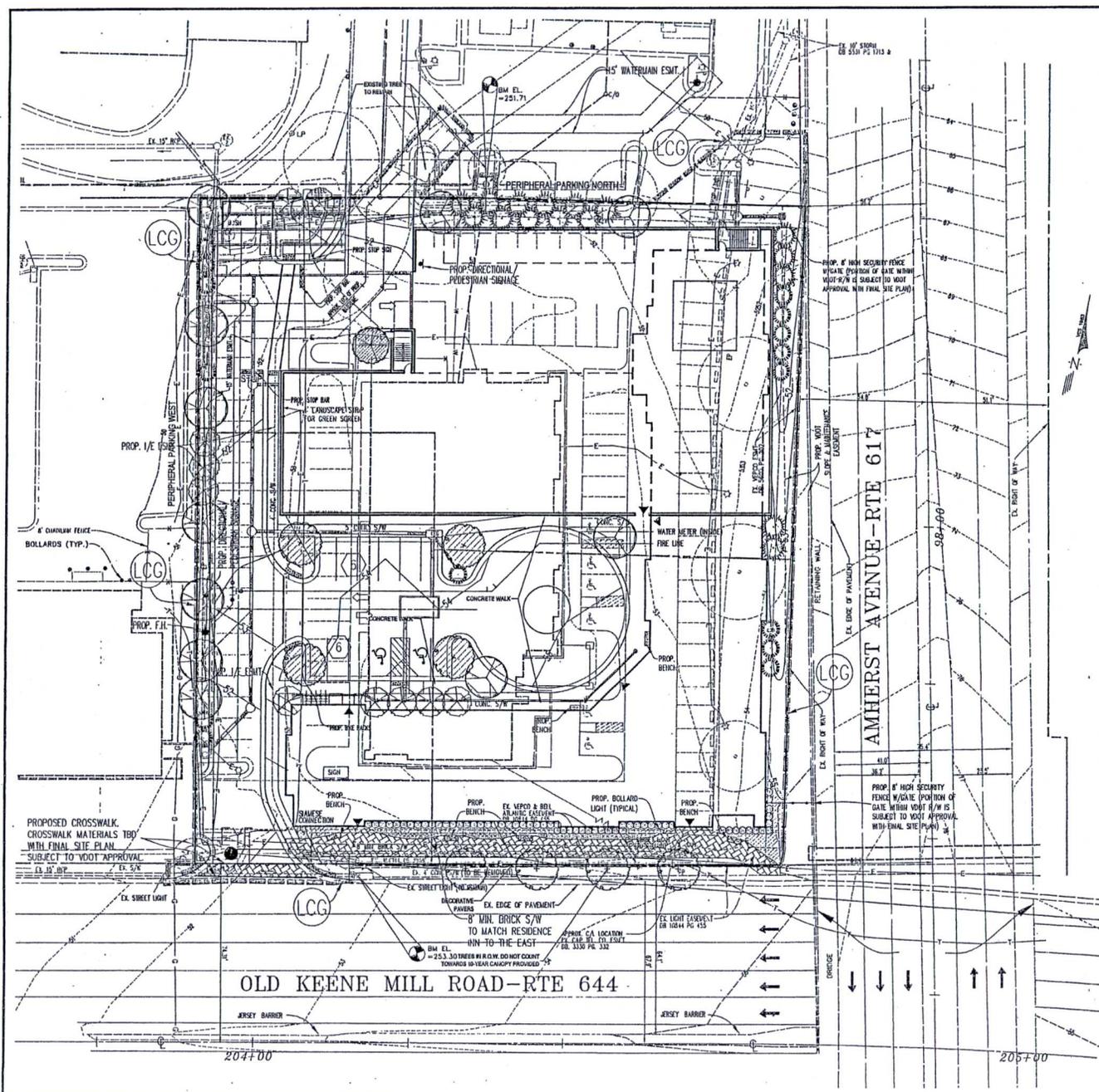
IT IS IN THE OPINION OF URBAN ENGINEERING & ASSOCIATES, INC., THAT STORMWATER MANAGEMENT REQUIREMENTS HAVE BEEN MET FOR THE SITE AND THAT AN ADEQUATE OUTFALL EXISTS FOR THE OUTFALLS PROPOSED WITH THIS PROJECT.

<p>FAIRFAX COUNTY 7/27/2010 11/2/2011 11/2/2011 11/2/2011</p>	<p>REVISIONS</p>
<p>PREPARED BY: URBAN ENGINEERING & ASSOCIATES, INC. 11201 LANTANA DRIVE SUITE 100 FALLS CHURCH, VA 22044 (703) 441-1111 WWW.UENGIN.COM</p>	<p>DATE: JULY 2010</p>
<p>PROJECT: SPRINGFIELD HOTEL CDP/FDP SEE DISTRICT FAIRFAX COUNTY, VA CL-25</p>	<p>SHEET 10 OF 21</p>
<p>ZMAP-12577</p>	<p>SCALE: 1" = 250'</p>



OLD KEENE MILL ROAD
 POSTED SPEED = 45 MPH
 DESIGN SPEED = 50 MPH
 SIGHT DISTANCE REQUIRED (6 LANE MAJOR ROAD): 480'





- LEGEND**
- CATEGORY IV DECIDUOUS TREES
2-3" CALIPER
 - CATEGORY III DECIDUOUS TREE
2-3" CALIPER
 - CATEGORY II DECIDUOUS TREE
2-3" CALIPER
 - CATEGORY I EVERGREEN TREE
6-8' HEIGHT
 - CATEGORY II EVERGREEN TREE
6-8' HEIGHT
 - CATEGORY IV INTERIOR PARKING LOT
CANOPY TREE
3" CALIPER
 - CATEGORY III INTERIOR PARKING LOT
CANOPY TREE
3" CALIPER
 - EVERGREEN SHRUBS
24" HEIGHT
 - NATIVE PERENNIALS AND GRASSES

TREE PRESERVATION TARGET CALCULATIONS

Green Site Area (±)	1,020
Pre-Development Area of Existing Tree Canopy (±)	4,424
Percentage of Green Site Area Covered by Existing Tree Canopy	5%
Tree Preservation Target	10%
10-Year Tree Canopy Requirement Percentage	10%
Percentage of the 10-Year Tree Canopy Requirement that Should be Met Through Tree Preservation (This is the "Tree Preservation Target")	8%
Area of the 10-Year Tree Canopy Requirement that Should be Met Through Tree Preservation (±)	423
Area of the 10-Year Tree Canopy Requirement that Will be Met Through Tree Preservation (±) (Use "Tree Preservation Calculations" Table)	0
Proposed Percentage of 10-Year Tree Canopy Requirement that Will be Met Through Tree Preservation	0%
Tree Preservation Target not met (±)	423
Tree Preservation Target not met (%)	42%

***TREE PRESERVATION TARGET DEVIATION REQUEST:**

"MEETING THE TREE PRESERVATION TARGET WOULD REQUIRE THE PRESERVATION OF TREES THAT DO NOT MEET STANDARDS FOR HEALTHY AND STRUCTURAL CONDITION AND OTHER VEGETATION AND RISK MANAGEMENT REQUIREMENTS OF 12-400 ET SEQ. OF THE PFM.

"CONSTRUCTION ACTIVITIES COULD BE REASONABLY EXPECTED TO IMPACT EXISTING TREES OR FORESTED AREAS USED TO MEET THE TREE PRESERVATION TARGET TO THE EXTENT THAT WOULD NOT LIKELY SURVIVE IN A HEALTHY AND STRUCTURALLY SOUND MANNER FOR A MINIMUM OF 10-YEARS IN ACCORDANCE WITH THE POST-DEVELOPMENT STANDARDS FOR TREES AND FORESTED AREAS PROVIDED IN 12-0403 OF THE PFM.

OVERALL SITE CANOPY WILL BE PROVIDED WITH NEW PROPOSED PLANT MATERIAL.

10-YEAR TREE CANOPY REQUIREMENT CALCULATIONS

Green Site Area (±)	1,020
Zone: PDC (Use: Hotel)	1,120
Tree Canopy Required	10%
10-YEAR TREE CANOPY PROVIDED	7,135
Total Canopy Area Provided Through Tree Preservation (±)	0
Total Proposed Canopy Area (±)	7,135
Total Tree Canopy Provided (±)	7,135

INTERIOR PARKING LOT LANDSCAPING CALCULATIONS

Area to be Counted (±)	28,392
Interior Landscaping Required (±)	1,420
Interior Landscaping Provided:	
4 Cal. IV Trees at 312.5 ± each	1,250
1 Cal. II Tree at 175 ± each	175
Total Interior Landscaping Provided	1,425
Interior Landscaping Required in excess of what is provided	0
Required in excess of what is provided (%)	0%

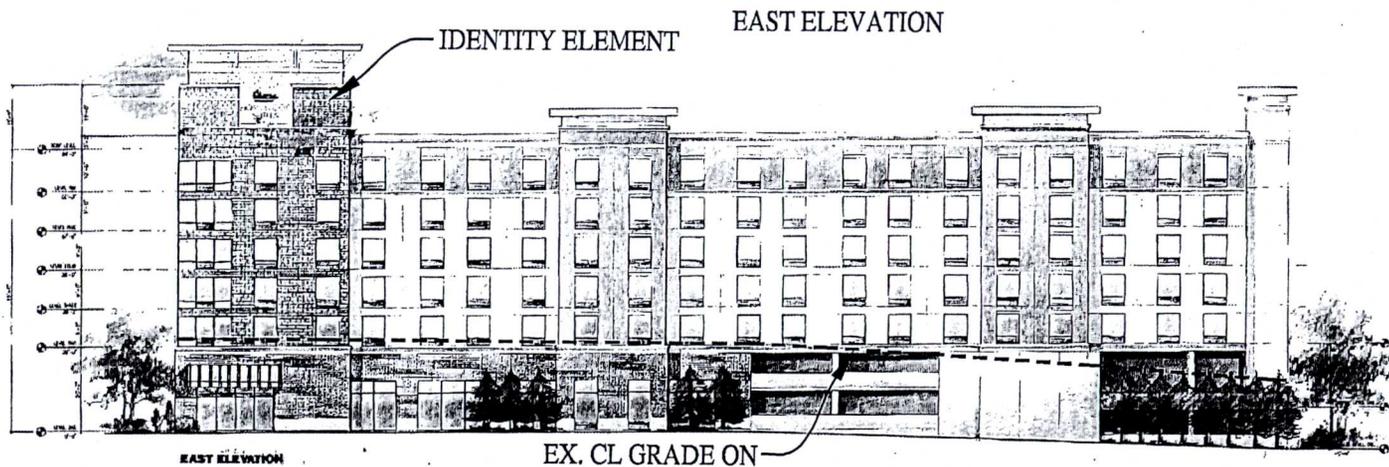
PERIPHERAL PARKING LOT LANDSCAPING CALCULATIONS

Location (Abutting Use)	Length (±)	Required Trees	Provided Trees
West (Abutting non-R.O.W.)	232	8 Tree (106/14)	8 Cal. IV Deciduous 3 Cal. II Deciduous 8 Cal. I Evergreen
North (Abutting non-R.O.W.)	100	2 Tree (106/14)	11 Cal. I Evergreen 2 Cal. IV Deciduous

PLAN DATE: 7/17/20
 1: 7/17/20
 2: 7/17/20
 3: 7/17/20
 4: 7/17/20
 5: 7/17/20
 6: 7/17/20
 7: 7/17/20
 8: 7/17/20
 9: 7/17/20
 10: 7/17/20
 11: 7/17/20
 12: 7/17/20
 13: 7/17/20
 14: 7/17/20
 15: 7/17/20
 16: 7/17/20
 17: 7/17/20
 18: 7/17/20
 19: 7/17/20
 20: 7/17/20
 21: 7/17/20
 22: 7/17/20
 23: 7/17/20
 24: 7/17/20
 25: 7/17/20
 26: 7/17/20
 27: 7/17/20
 28: 7/17/20
 29: 7/17/20
 30: 7/17/20
 31: 7/17/20
 32: 7/17/20
 33: 7/17/20
 34: 7/17/20
 35: 7/17/20
 36: 7/17/20
 37: 7/17/20
 38: 7/17/20
 39: 7/17/20
 40: 7/17/20
 41: 7/17/20
 42: 7/17/20
 43: 7/17/20
 44: 7/17/20
 45: 7/17/20
 46: 7/17/20
 47: 7/17/20
 48: 7/17/20
 49: 7/17/20
 50: 7/17/20
 51: 7/17/20
 52: 7/17/20
 53: 7/17/20
 54: 7/17/20
 55: 7/17/20
 56: 7/17/20
 57: 7/17/20
 58: 7/17/20
 59: 7/17/20
 60: 7/17/20
 61: 7/17/20
 62: 7/17/20
 63: 7/17/20
 64: 7/17/20
 65: 7/17/20
 66: 7/17/20
 67: 7/17/20
 68: 7/17/20
 69: 7/17/20
 70: 7/17/20
 71: 7/17/20
 72: 7/17/20
 73: 7/17/20
 74: 7/17/20
 75: 7/17/20
 76: 7/17/20
 77: 7/17/20
 78: 7/17/20
 79: 7/17/20
 80: 7/17/20
 81: 7/17/20
 82: 7/17/20
 83: 7/17/20
 84: 7/17/20
 85: 7/17/20
 86: 7/17/20
 87: 7/17/20
 88: 7/17/20
 89: 7/17/20
 90: 7/17/20
 91: 7/17/20
 92: 7/17/20
 93: 7/17/20
 94: 7/17/20
 95: 7/17/20
 96: 7/17/20
 97: 7/17/20
 98: 7/17/20
 99: 7/17/20
 100: 7/17/20

LANDSCAPE PLAN
SPRINGFIELD HOTEL
 CDP/FDP
 LEE DISTRICT
 FAIRFAX COUNTY, VA
 CL: Z
 DATE: JULY 2010
 SCALE: 1"=30'

SHEET
 13
 OF
 21
 ZMAP-12577



EXTERIOR ELEVATIONS

HOMWOOD SUITES
 SPRINGFIELD, VIRGINIA

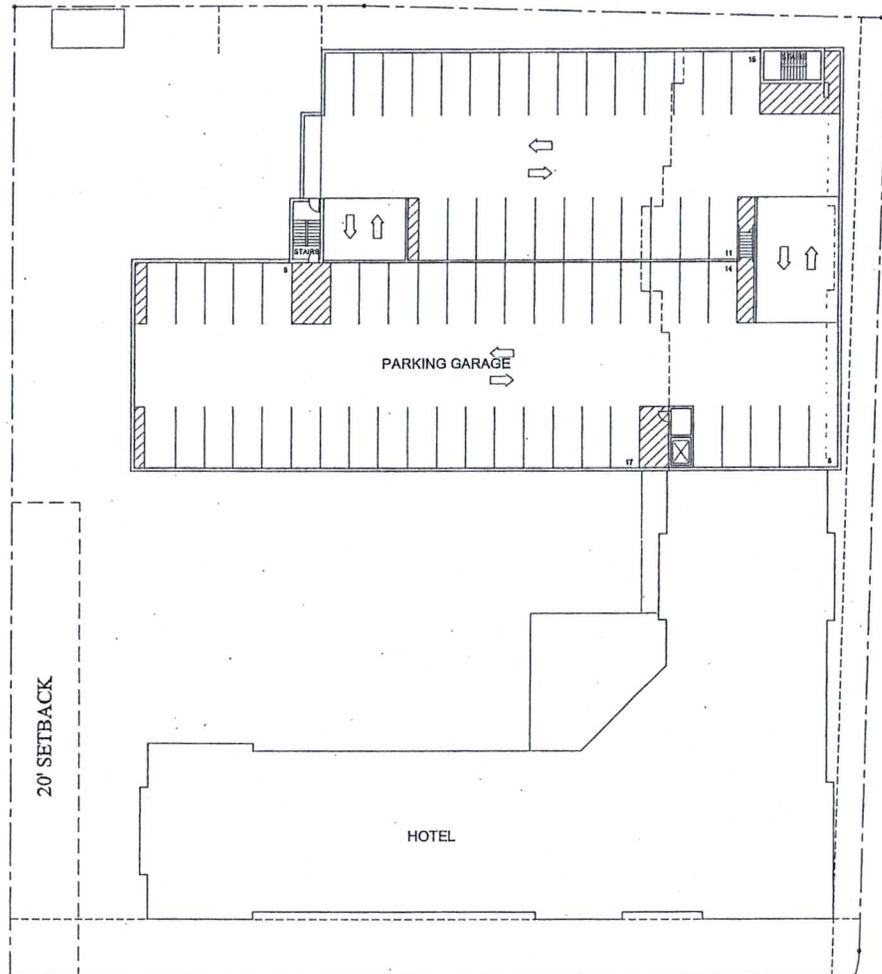
SOUTH ELEVATION

MCS
 MITCHELL
 CARLSON
 STONE, INC.
 ARCHITECTURE
 PLANNING
 INTERIORS

06/20/10

FOR ILLUSTRATIVE PURPOSES ONLY

<p>Check of Plans by Building Code Official City of Springfield 12.16.2010 www.springfieldva.gov</p>	
<p>DATE: JULY 2010</p>	<p>REVISIONS</p>
<p>CL: N/A</p>	<p>SCALE: N.T.S.</p>
<p>SPRINGFIELD HOTEL CDP/FDP LEE DISTRICT FAIRFAX COUNTY, VA</p>	<p>DATE: JULY 2010</p>
<p>ARCHITECTURE PLANNING INTERIORS</p>	<p>DATE: JULY 2010</p>
<p>06/20/10</p>	<p>DATE: JULY 2010</p>
<p>FOR ILLUSTRATIVE PURPOSES ONLY</p>	<p>DATE: JULY 2010</p>
<p>7MAP-12577</p>	<p>DATE: JULY 2010</p>



MEZZANINE LEVEL

HOMWOOD SUITES

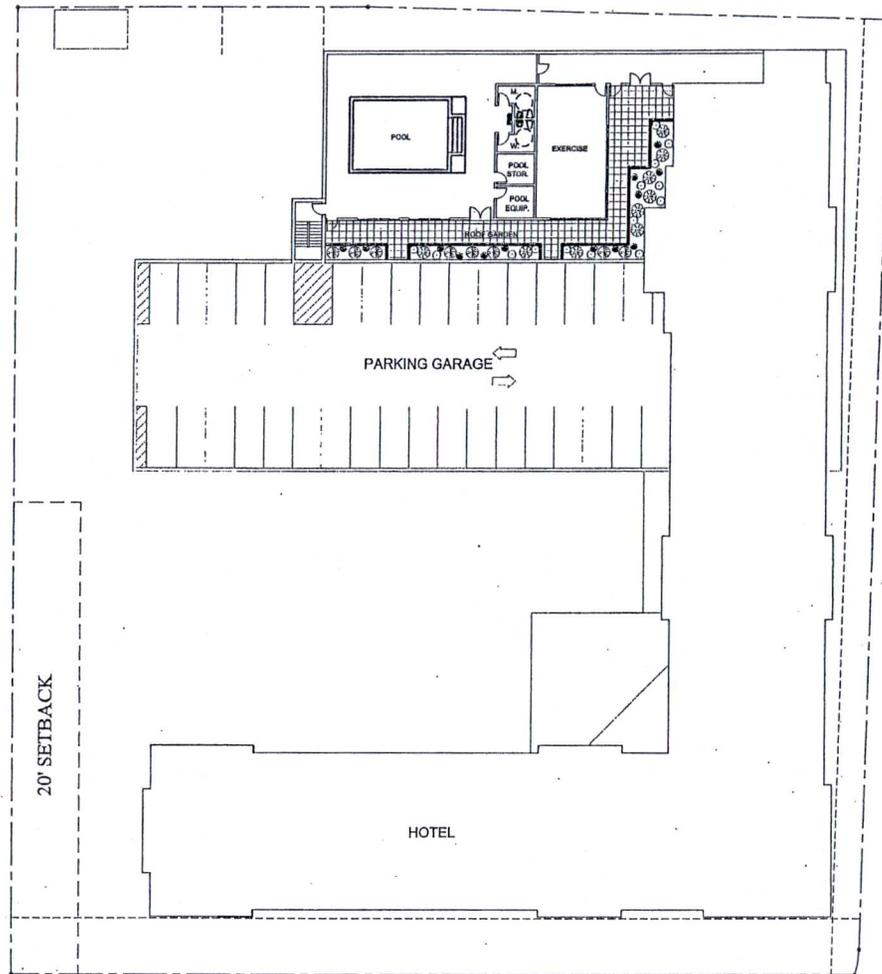
SPRINGFIELD, VIRGINIA



12/20/10

FOR ILLUSTRATIVE PURPOSES ONLY

MEZZANINE LEVEL LAYOUT		DATE: JULY 2010	
SPRINGFIELD HOTEL		CL: N/A	
CDP/FDP		SCALE: N.T.S.	
1000 N. MAIN ST.		SHEET	
FAIRFAX COUNTY, VA		20	
		21	
		ZMAP-12577	
PLAN DATE:	7/26/10	NO.	1
	11/17/10	DATE	
	03/27/11	DESCRIPTION	REVISIONS
	07/26/11		
USA, INC. 2000 Peachtree Court Atlanta, GA 30329 Tel: 404.233.2200 Fax: 404.233.2200 www.usa.com			



POOL DECK

POOL DECK MAY BE ENCLOSED

HOMEWOOD SUITES

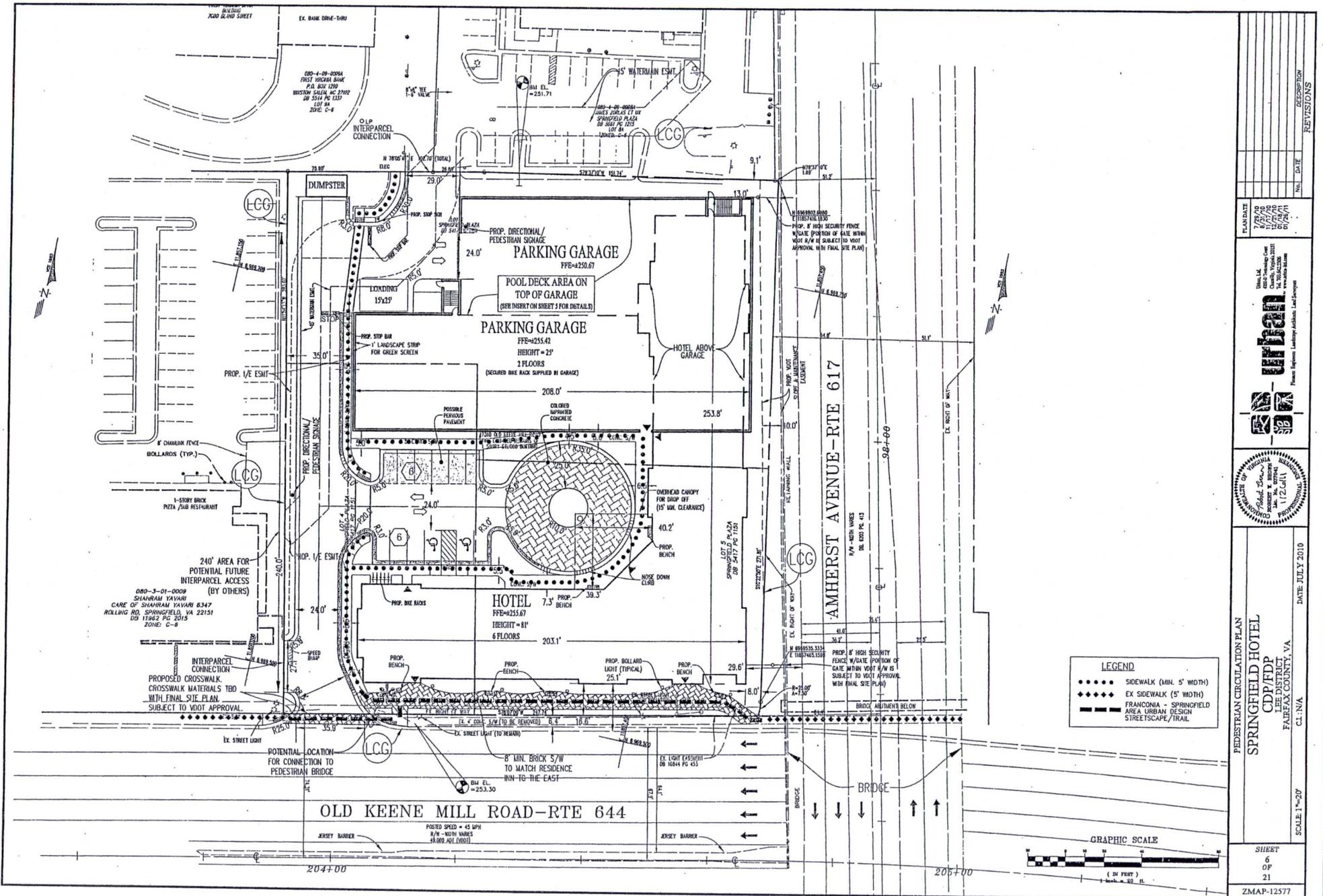
SPRINGFIELD, VIRGINIA



12/20/10

FOR ILLUSTRATIVE PURPOSES ONLY

PLAN DATE 12/20/10 12/20/10 07/20/11 07/20/11	REVISIONS
	NO. DATE
	DESCRIPTION
URS, LLC One Penn Plaza 10th Floor New York, NY 10119-2298 Phone: 212.904.4000 Fax: 212.904.4001 www.urscorp.com	
State of Virginia Board of Professional Engineers License No. 12467 Professional Seal	
POOL DECK LAYOUT SPRINGFIELD HOTEL CDP/FDP LEE DISTRICT FAIRFAX COUNTY, VA CL: N/A	DATE: JULY 2010 SCALE: N.T.S.
SHEET 21 OF 21	ZMAP-12577



PEDESTRIAN CIRCULATION PLAN
SPRINGFIELD HOTEL
 CDP/EDP
 11th DISTRICT
 FAIRFAX COUNTY, VA

DATE: JULY 2010
 SCALE: 1"=20'

CL-NVA

ZMAP-12577

**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, WPPI Springfield HS, LLC requests to rezone the property shown on Tax Map 80-4 ((9)) 4, 5, and 6, comprised of 1.63 acres zoned C-6 (Community Retail Commercial District), Sign Control Overlay District (SC), Highway Corridor Overlay District (HC), Commercial Revitalization District (CRD) to the PDC (Planned Development Commercial), SC, HC, CRD Districts for the development of a six-story extended stay hotel use. The proposed 120,000 square foot (SF) hotel will have an overall 1.68 FAR. Fifteen percent 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, affidavit, and statement of justification are contained in Appendices 1 through 3, respectively.

Modifications/Waivers Requested:

- Increase in Maximum FAR in the PDC District from 1.5 to 1.68 FAR.
- Modification of the off-street loading space requirement.

Modifications in a CRD:

- Requesting 20% reduction of the minimum off-street parking requirement.
- Modification of the 20-foot minimum rear yard requirement to permit a minimum rear yard of 8 feet along the eastern boundary.
- Modification of the 45-degree bulk plane requirements to permit a front yard bulk plane of 4 degrees.
- A deviation from the tree preservation target.

LOCATION AND CHARACTER

Site Description:

The 1.63-acre site is located on the north side of Old Keene Mill Road between Bland Street and Amherst Avenue, to the west of the interchange of I-95 and Franconia Road. The site is zoned C-6 and is in the Commercial Revitalization, Sign Control, and Highway Corridor Overlay Districts. The site is currently vacant and was formerly developed with a Chi Chi's restaurant. That building was demolished in 2010, and the site is currently vacant, containing no structures, and a majority of the site is covered with impervious surface. The site is not located in either a Resource Protection Area (RPA) or 100-year floodplain.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Commercial; Shopping Center (Springfield Plaza)	C-6, SC, HC, CRD	Retail and other
South	Sunoco Fuel Station	C-6, SC, HC, CRD	Retail and other
	Medical/Dental Office	C-5, SC, HC, CRD	
East	Hotel (Marriott residence Inn)	PDC, SC, HC, CRD	Retail and other
West	Commercial; Shopping Center (Springfield Plaza)	C-6, SC, HC, CRD	Retail and other

BACKGROUND

On February 25, 1948, the Board of Supervisors approved Rezoning Proposal # 312 and Rezoning Proposal # 319, to rezone 40.75 acres and 12.38 acres respectively, from the Agricultural District to the General Business District. These applications were two of 19 applications heard on that day encompassing 2,000 acres to allow for the development of the town of Springfield. Those applications included a portion of the property included in the subject application. The General Business District ultimately became the C-6 District with the adoption of the 1978 Zoning Ordinance.

On July 26, 1983, Minor Site Plan # 004072-MSP -001-1 was approved by the Department of Public Works (DPWES) for Chi Chi's Mexican 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.

On August 3, 2008, the Board of Supervisors adopted Plan Amendment BRAC 08-IV-4FS to amend the site-specific Plan language for Land Unit C of the Springfield Community Business Center, allowing an option for up to 110,000 SF of hotel use on the subject site.

On March 3, 2010, Demolition Plan 004072-RGP -001-1 was approved by DPWES to allow for the demolition of the vacant building (formerly Chi Chi's restaurant) on the subject site.

On February 8, 2011, the Board of Supervisors adopted Out-of-Turn Plan Amendment S10-IV-FS1 to allow an additional 10,000 SF of hotel use on the subject site, for a total allowance of 120,000 SF of hotel use.

COMPREHENSIVE PLAN PROVISIONS (Appendix 4)

Planning Location: Area IV Franconia-Springfield Area as amended through September 28, 2010, Springfield Community Business Center, Land Unit C

Comp Plan Map: Retail and other

Comp Plan Text:

Land Unit Recommendations

Land Unit C

Land Unit C is located west of Amherst Avenue, north of Old Keene Mill Road and south and east of Bland Street. The land unit is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. High-quality architecture, landscape design, and pedestrian amenities should be provided. Shared parking is encouraged and should be shielded from view within the site.

As an option, Tax Map Parcels 80-4((9)) 4, 5 and 6 may be appropriate for hotel use up to 110,000 square feet.

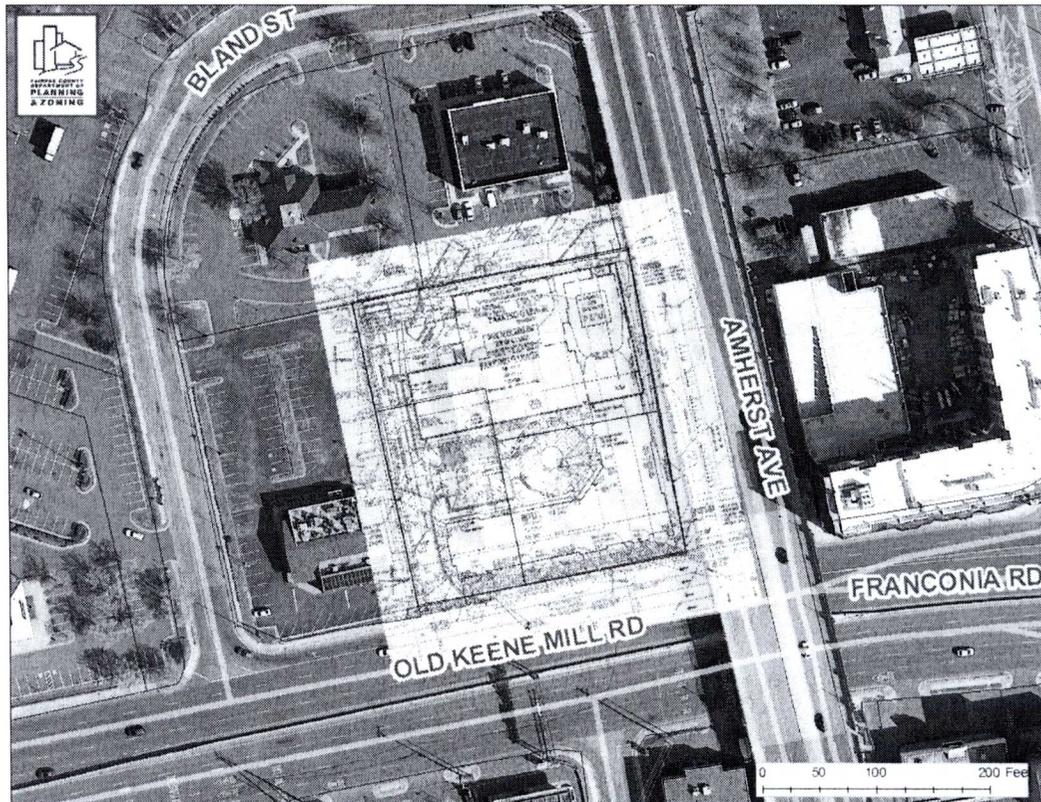
- *Access from Bland Street and inter-parcel access to parcel to west (TMP 80-4 ((1)) 9)*

- *Enhanced streetscape amenities and urban design (e.g., building facades and entrances oriented to the streets; parking in rear of buildings, toward to center of the block, or below ground; Rooflines, massing, and facades vary for visual interest) and gateway feature. Recognizes hotel use may not have display windows or ground-floor uses*
- *Offset effects of impervious surface, i.e., rooftop vegetation and/or rain gardens*
- *Particular attention should be paid to mitigating the need for urban parks and recreational facilities Shield telecommunications facilities*
- *Redevelopment also should accommodate, to the extent possible, and contribute to a pedestrian bridge that would facilitate the safe crossing of Old Keene Mill Road for transit users.*
- *Contribute to transportation improvements (i.e., Road Club) and shuttle service*
- *Participate in future circulator system's management and operation.*

ANALYSIS

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

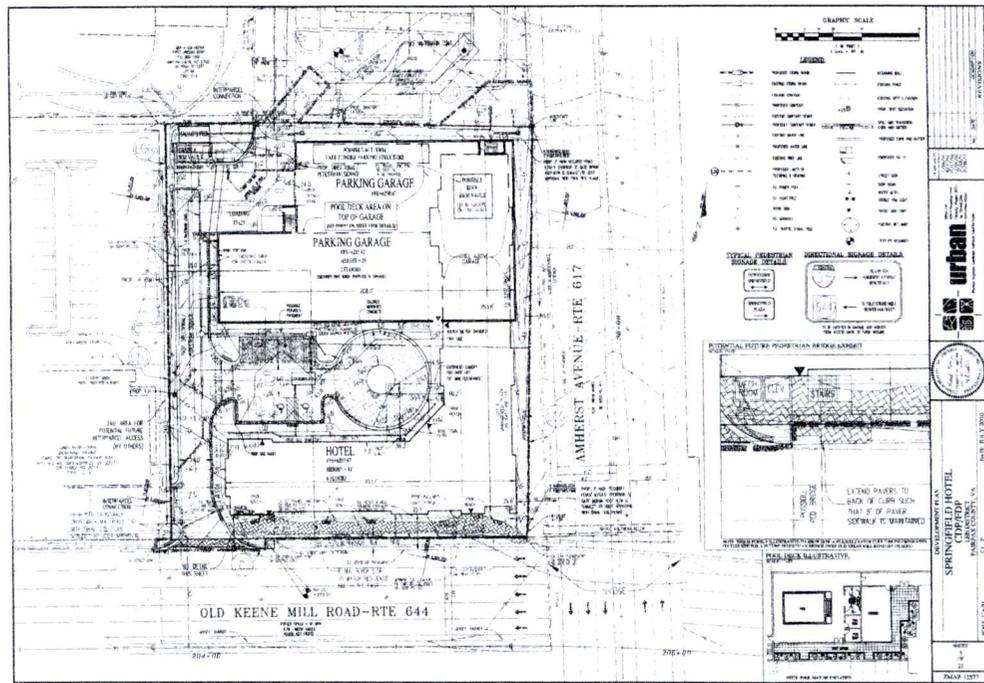
Title of CDP/FDP:	Springfield Hotel
Prepared By:	Urban, Ltd.
Original and Revision Dates:	July 2010, as revised through January 26, 2011
Description of the Plan:	The combined CDP/FDP consists of twenty-one sheets.



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

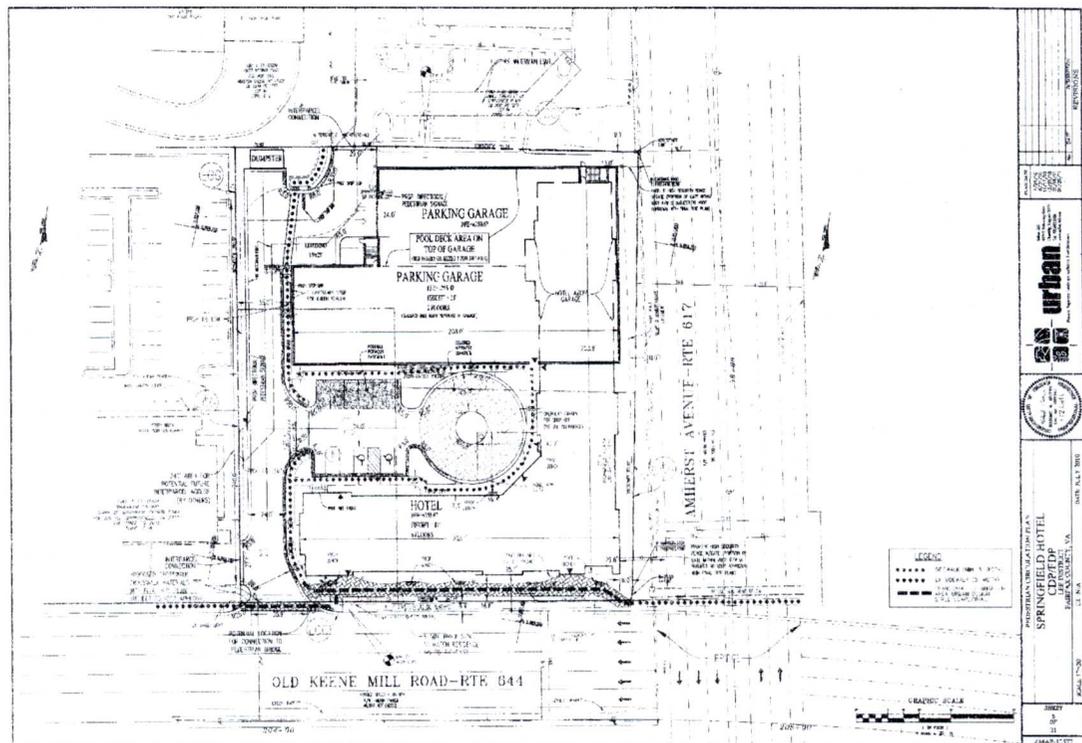
Site Layout. The application property is located on the north side of Old Keene Mill Road between Bland Street and Amherst Avenue, to the west of the interchange of I-95 and Franconia Road.

The CDP/FDP shows a single “L” shaped building oriented close to both Old Keene Mill Road and Amherst Avenue and the applicant has proffered to include elements such as awnings and windows to promote a retail image. Additionally, the Plan shows a minimum 8-foot wide brick sidewalk with brick pavers along the Old Keene Mill Road frontage of the site. The parking is shown to be provided behind the hotel building in a three-level parking structure, which will accommodate 133 parking spaces. In addition, a “green wall” is shown to be provided along the south and west sides of the parking structure to reduce the visual impact of the parking structure. The Plan also depicts possible underground stormwater management vaults in the northern portion of the site, a possible stormwater management vault on the roof of the hotel, and Filterra units for BMP measures. Landscaping is shown on the CDP/FDP along the periphery of the site and within the courtyard area near the main entrance to the hotel.



Vehicular Access. The CDP/FDP shows vehicular access to the proposed hotel from Old Keene Mill Road, as well as via interparcel access connections to parcels 8A and 9A to the north (29 feet in width) and parcel 9 to the west (24 feet in width). Way-finding signage for drivers within the development is shown to be provided along the internal driveway within the property.

Pedestrian Access. The CDP/FDP depicts a minimum 8-foot wide brick sidewalk along the Old Keene Mill frontage of the site, with serpentine planting closer to the building, bollard lighting, and benches for pedestrians. Internal pedestrian access will be provided via a walkway from Old Keene Mill Road to the courtyard entrance to the hotel, which wraps along the south side of the interior of the building to the courtyard area. A pedestrian walkway is also shown to provide a pedestrian connection to parcels 8A and 9A to the north. Way-finding signage for pedestrians is shown to be provided along the pedestrian paths within the property.



Parking. The majority of the parking is depicted behind the hotel building in a structured garage containing three levels of parking. The applicant has requested a 20% reduction in the minimum required parking spaces, as is permitted in a CRD. The application proposes 133 parking spaces to be provided within the proposed parking structure and 12 surface parking spaces to be provided to the west of the courtyard entrance to the hotel. The total number of parking spaces provided is 145.

Stormwater Management (SWM)/Best management Practices (BMP). The applicant proposes to provide stormwater detention for the site using underground vaults and a rooftop system. Three Filterra units are shown on the FDP/CDP for BMP measures, and pervious pavement may be installed in the surface parking area near the courtyard entrance to the building. The applicant also proposes to provide a rainwater collector system on the site, which will collect stormwater for the irrigation of landscaping installed on the site.

Open Space and Landscaping. Open space is provided along the periphery of the subject site as well as within the courtyard area of the hotel, and on the proposed pool deck above the parking structure. The application proposes to provide a "green wall" along south and west sides 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 those portions of the parking structure. Serpentine planting is shown along the sidewalk, closer to the building with benches for pedestrians.

The application property is located in Land Unit C of the Springfield Community Business Center (CBC), which is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. The Comprehensive Plan option for the subject property recommends hotel use up to 120,000 SF. Parcels to the north are developed with retail uses, including a bank and office supply store. To the south across Old Keene Mill Road are a gas station, medical office building, and commuter parking lot. To the west is a vacant property with a proposed site plan to develop a retail building. All of the surrounding properties are planned and zoned for mixed-use development and retail. Immediately to the east of the site is the American Legion Bridge (Amherst Avenue), and beyond that a recently constructed six-story extended-stay hotel (Marriott Residence Inn).

Issue: Intensity

When the subject application was submitted, the proposed maximum intensity of 120,000 SF exceeded the Comprehensive Plan recommended maximum intensity of 110,000 SF for hotel use on the site. However, on February 8, 2011 the Board of Supervisors adopted Plan Amendment S10-IV-FS1, increasing the recommended maximum intensity for the hotel option for the site by 10,000 SF to 120,000 SF. Therefore, the application is now in conformance with the Comprehensive Plan recommended intensity for the site, and this issue has been resolved.

The Comprehensive Plan's hotel option is contingent upon a number of recommended conditions. Additional issues related to the Comprehensive Plan guidance are described below.

Issue: Vehicular Access

As previously discussed, the applicant proposes to maintain all of the existing access points. The northern and western access points proposed will address the Comprehensive Plan recommendation to provide access from Bland Street via adjacent parcels, and the access to Old Keene Mill Road will continue to function as a

right in/right out only access point. However, staff recommended that an access easement be provided along the entire length of the western boundary of the subject property to allow for the relocation of the proposed access point for future redevelopment of the adjacent property.

Resolution:

The applicant has proffered to provide interparcel connections within public ingress-egress easements to the adjacent property to the west (parcel 9) and the adjacent properties to the north (parcel 8A and 9A). The applicant has further proffered that the final location of the interparcel connections will be made at the time of site plan approval in coordination with the Fairfax County Department of Transportation (FCDOT). Therefore, this plan recommendation has been adequately addressed.

Issue: Streetscape

The Comprehensive Plan recommends that maximum intensity be contingent upon enhanced streetscape amenities that create a focal point and gateway to the community business center. The Plan's Franconia-Springfield Area Urban Design & Streetscape Guidance provides more specific recommendations. The applicant had proposed to provide a minimum eight-foot wide brick sidewalk along the proposed hotel's Old Keene Mill Road frontage, replacing the existing four-foot wide sidewalk. Several shade trees are proposed within the existing right-of-way in the landscape strip along the street pending approval from the Virginia Department of Transportation (VDOT). Following a review of the subject application, staff made the following recommendations:

- The proposed sidewalk design be revised to match the design on the adjacent Marriott hotel site to the East.
- In the event that VDOT does not approve the proposed shade trees within the right-of-way along the Old Keene Mill Road frontage of the site, shrubs and other vegetation should be provided in that area.
- Enhance the proposed streetscape with benches, streetlights and trashcans as well as, demarcate the crosswalk at the site entrance from Old Keene Mill Road through either painting, brick paving/stamping or elevation.

Resolution:

The applicant has made the following changes to the application:

- The applicant has revised the CDP/FDP to depict streetscape along the Old Keene Mill frontage of the property consisting of a minimum 8-foot wide sidewalk with brick pavers with a note stating the brick sidewalk will match the sidewalk provided at the Marriot Residence Inn to the East.
- The applicant has proposed a proffer regarding the proposed landscaping for the site, which state that in the event that VDOT does not approve the street trees located within the Old Keene Mill Road right-of-way, the applicant will provide a combination of shrubs and landscaping in the alternative, subject to review of Urban Forest Management and approval by VDOT.
- In addition to the brick sidewalk discussed above, the CDP/FDP depicts benches to be provided along the front of the proposed hotel along with serpentine plantings and bollard lighting, all features included in The Comprehensive Plan's Franconia-Springfield Area Urban Design & Streetscape Guidance. Furthermore, the CDP/FDP shows the crosswalk across the site's Old Keene Mill Road access will be demarcated. A note on the plan states that the crosswalk materials are to be determined at the time of site plan review, subject to VDOT approval.

Based on the changes that have been made to the CDP/FDP and proposed proffers, these issues have been resolved.

Issue: Architecture and Urban Design

The Comprehensive Plan guidance encourages high quality architecture. The applicant previously provided elevations for east, west and south sides of the development. Staff recommended that the applicant provide elevations for the north side of the development as well. Staff further recommended that the hotel's façade be enhanced, through building materials and signage and/or public art. A planned pedestrian bridge across Old Keene Mill Road and the existing American Legion Bridge (Amherst Avenue) will align with the upper floors of the proposed hotel on either side of the south façade of the building; therefore, the corners of the building present an opportunity for visual interest, such as distinctive architectural features or public art. Staff recommended that the applicant consider incorporating public art to signify arrival to the CBC.

Resolution:

The applicant has revised the CDP/FDP to provide an elevation for the north side of the proposed development. Additionally, the CDP/FDP now depicts locations for signage on the proposed hotel's façade to identify the proposed building, as well as provide a proffer, which states that the applicant will install a decorative mosaic of ceramic tile or metal inlay on the stair tower in the southwest section of the proposed building, along the Old Keene Mill Road frontage. This location would make the display provided along that portion of the building visible from the proposed pedestrian bridge across Old Keene Mill Road. Based on the provisions discussed, this issue has been resolved.

Issue: Pedestrian Circulation and Vehicular Circulation

Staff previously requested that the applicant provide additional information about vehicular circulation at the northern portion of the site including within the parking structure. Staff was concerned that the location of the parking garage entrance would lead to potential pedestrian-vehicular conflicts. More information about how the loading area would work was also requested.

Resolution:

The applicant revised the CDP/FDP to include a pedestrian circulation plan that delineates the pedestrian paths throughout the proposed development including the northern portion of the site near the entrance to the proposed parking structure. The pedestrian plan also identifies the locations for proposed stop signs and stop bars in order to prevent pedestrian-vehicle conflicts within the development. The CDP/FDP has also been revised to include a parking garage layout in order for staff to evaluate the feasibility of relocating the entrance/exit to the garage. Based on the provisions discussed, staff believes that the applicant has provided measures that will prevent pedestrian-vehicular conflicts and provide for safe pedestrian and vehicular circulation within the proposed development. Therefore, this issue has been resolved.

Issue: Signage

The Comprehensive Plan recommends signage with uniform elements be installed to create a "visitor friendly" environment and provide directional information. The signs should be highly visible, well lighted and safe. The subject property is located in one of the gateway areas of the Springfield CBC. Given the restricted vehicular circulation to the property from Old Keene Mill Road and its location in the CBC, staff recommended that the applicant provide directional signage to ease access to the site and inform hotel guests of nearby attractions and venues.

Resolution:

The CDP/FDP has been revised to provide details for proposed pedestrian signage and directional signage for drivers. The locations for the proposed pedestrian and directional signage are also identified on the plan. Staff believes that the proposed signage is shown in locations that will be highly visible and be a benefit to visitors to the site. It should be noted that all signage must be provided in accordance with the Zoning Ordinance unless modified by the Planning Commission pursuant to the approval of a Comprehensive Sign Plan. Therefore, this issue has been resolved.

Issue: Pedestrian Bridge

The Comprehensive Plan recommends that the hotel “should accommodate, to the extent possible, and contribute to a pedestrian bridge that would facilitate the safe crossing of Old Keene Mill Road for transit users.” The CDP/FDP previously depicted an easement, if necessary, for a future landing on the subject site. Staff recommended that the applicant show how a pedestrian bridge could potentially connect to the proposed hotel.

Resolution:

The applicant has revised the CDP/FDP to depict a potential location for a connection to a pedestrian bridge. The plan further depicts that a mechanical room and elevator (to be constructed by others) could be provided in that location. While the plan now shows how a pedestrian bridge could potentially connect to the proposed hotel, the location would obstruct a portion of the proposed sidewalk along Old Keene Mill Road. The proposed design is not supported by staff, as the minimum 8-foot wide trail should be provided along the entire Old Keene Mill Road frontage. This issue remains outstanding.

Environmental Analysis (Appendix 5)

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

Issue: Green Building

The Comprehensive Plan Policy Plan includes guidance in support of the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects to attain green building certification under the U.S. Green Building Council’s (USGBC) Leadership in Energy and Environmental Design (LEED) program or equivalent third party certification program.

The applicant is seeking to develop under the Comprehensive Plan's option for hotel use in the Springfield CBC. The Policy Plan recommends that such developments that are pursuing development under a Comprehensive Plan option located in specially designated areas such as the Springfield CBC attain basic LEED certification through USGBC or other comparable program with third party certification. The applicant has failed to conform to this Comprehensive Plan policy because there is no commitment for LEED certification or equivalent program with third party certification.

The applicant has submitted proffers that state, "To the extent feasible, the applicant shall incorporate energy efficient practices and techniques in the construction and operation of the hotel." The proffers further state, "The applicant shall diligently pursue specific credits with USGBC with the goal of receiving LEED certification." The proffers, however, do not state that the applicant will be required to obtain LEED certification as would be expected under the Policy Plan guidance on green buildings.

Since the adoption of the green building policy, multiple hotel proposals in planned mixed-use centers (like the proposed hotel under this application) have been approved through the zoning process. In these cases, no hotel proposals have been approved without commitments for LEED (at least at the basic certification level) in accordance with the Policy Plan green building guidance. In fact, two proposed hotels located in the Richmond Highway Commercial Revitalization District have been approved with commitments for LEED Silver certification, one level above the expected basic certification level under the Policy Plan. In the Planning Division staff's opinion, there is no justification at this time for the proposed hotel under this application to be granted an exception to the Comprehensive Plan's green building policy.

In summary, the proposed hotel does not conform to the Comprehensive Plan's green building policy. To be in conformance with the Comprehensive Plan's green building policy, the applicant should demonstrate a commitment to attainment of LEED certification for the hotel building with a green building escrow at \$240,000 (\$2.00 per SF is the standard rate) posted prior to approval of the site plan. (The escrow would be released when the applicant provides documentation of the attainment of LEED certification from USGBC within one year of the issuance of the non-RUP for the building.) As an alternative, if the applicant commits to meeting pre-certification of LEED Silver under the Core and Shell program or LEED Silver through design review process under the New Construction program and provides documentation of this achievement from USGBC to the Department of Planning and Zoning prior to building plan approval, then the green building escrow will be waived. This issue remains unresolved.

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

The 1.63-acre subject property, predominantly characterized by impervious surface, is located in the Accotink Creek watershed. The application proposes redevelopment, and as such, must meet the phosphorous removal requirements for water quality. The BMP narrative on Sheet 8 of the CDP/FDP indicates that the proposed redevelopment will meet a 12.1% phosphorous removal requirement due to a 1.8% increase in the proposed imperviousness from the previous development. The SWM narrative on Sheet 10 indicates that stormwater detention will be captured onsite by two vaults; one located in the drive aisle near the building and another vault located somewhere on the roof to capture rooftop runoff.

While the CDP/FDP indicates that the proposed SWM and BMP measures proposed for the site will meet the respective requirements for the site, staff recommended that the applicant commit to specific low impact development measures such as a rooftop vegetation and/or rain gardens that would supplement meeting minimum stormwater management control requirements. This would also support the Policy Plan recommendation that stormwater management and water quality controls and practices be optimized for redevelopment consistent with revitalization goals. Low impact development measures on the subject property should provide stormwater management control benefit as well as an aesthetic benefit in offsetting the visual effects of impervious surface and associated runoff. The applicant previously submitted proffers that stated the applicant would implement low impact development techniques, such as, but not limited to permeable paving and tree box filters on the subject property to the extent possible. However, based on the proffer language it is not clear if any of these low impact development measures would actually be provided.

Resolution:

The applicant has proposed revised proffers, which state that the applicant will install a rainwater collection system on the site to collect stormwater that will be used to supplement irrigation of the landscaping on the site. The proffers further state that the applicant will implement low impact development techniques on the site to the extent possible, including, but not be limited to, permeable paving, tree box filters and a storm filter box. The low impact development measures provided shall be 1.5 times the reduction in phosphorus loads required by the Public Facilities Manual (PFM); therefore, this issue has been resolved.

Issue: Transportation Generated Noise

The subject property is located on the northwest corner of intersection of Old Keene Mill Road and Amherst Avenue. The proposed hotel will be located within 92 feet of the centerline of Old Keene Mill Road and within approximately 70 feet of the

centerline of Amherst Avenue (bridge). Therefore, the proposed hotel structure will be impacted by traffic noise from these roads. 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 previously submitted proffers including a commitment to meet the required interior noise level of 45 decibels if the transportation generated noise level exceeds 65 dBA; however, the current noise levels for the site are not known. Staff recommended that the applicant commit to conducting a noise study prepared by an acoustical consultant, which identifies ground level and upper level noise levels based upon existing and projected traffic volumes (to 20 years from the current timeline) and specify structural and building materials mitigation measures. Staff further noted that the noise study should be reviewed and approved by the Department of Public Works and Environmental Services and the Department of Planning and Zoning at site plan review. The noise study should specify recommendations for noise mitigation through appropriate building materials.

Resolution:

The applicant has proposed a proffer stating that prior to final site plan approval the applicant will submit a noise analysis based on final site grades and 20-year projected future traffic volumes on Old Keene Mill Road to DPWES for review and approval in accordance with the established guidelines for noise analysis. The noise analysis shall utilize standard measures to evaluate noise, and shall demonstrate that exterior noise within outdoor recreational areas is reduced to below DNL 65 dBA. The proffer further states that in order to reduce interior noise to a level of approximately DNL 45 dBA within a highway noise impact zone of DNL 65-70 dBA, 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: Countywide Trails Plan

The countywide trails plan depicts major paved trails, which are defined as asphalt or concrete, 8 feet or more in width along Old Keene Mill Road and Amherst Avenue near the subject property. The Countywide Trails Plan does not specify the side of the road for these planned trails. The applicant proposes to replace the existing four-foot wide concrete sidewalk along the Old Keene Mill Road frontage of the site with a

minimum 8-foot wide brick sidewalk with brick pavers to create a wide pedestrian travel way along the site. Staff believes the proposed sidewalk along Old Keene Mill Road as shown on the CDP/FDP is generally consistent with the Comprehensive Plan Countywide Trails Plan.

Transportation Analysis (Appendix 6)

The Comprehensive Plan guidance for the subject property includes the following transportation related recommendations:

- Redevelopment also should accommodate, to the extent possible, and contribute to a pedestrian bridge that would facilitate the safe crossing of Old Keene Mill Road for transit users.
- Contribute to transportation improvements (i.e., Road Club) and shuttle service
- Participate in future circulator system's management and operation.

Fairfax County Department of Transportation staff has reviewed the subject applications and raised the following issues.

Issue: Accommodation and Contribution to Pedestrian Bridge/Facilitation of Safe Pedestrian Crossing of Old Keene Mill Road

The CDP/FDP proposes an approximately 200 SF touchdown easement for a pedestrian bridge connection to the proposed hotel on Sheet 5. However, FCDOT staff believes that the proposed easement is inadequate in size and function to accommodate a future touchdown for the planned pedestrian bridge over Old Keene Mill Road. Staff recommended that an 800 SF easement be provided for the accommodation of the pedestrian bridge landing. As currently proposed, staff believes that the easement shown on the plan is not in harmony with the Comprehensive Plan guidance for the site. In addition, the applicant has proposed a proffer to contribute the sum of \$40,000 towards the construction of the pedestrian bridge, and the establishment of a regional bus circulator system to serve Central Springfield.

However, the proposed proffer language does not provide any clarification on how proportions of the contribution should be allocated to provide for both purposes. Furthermore, the proposed contribution amount would not do much to advance the anticipated \$3.5 million (total project estimate including design, land acquisition, and construction) pedestrian bridge project. This would create significant burden on other projects in the area that would be expected to contribute towards the bridge. Staff has recommended that the applicant work with transportation staff to provide an easement for a pedestrian bridge that would be adequate in size to provide such a connection and identify a contribution that would be sufficient to help advance the construction of the pedestrian bridge and to help support pedestrian improvements in the vicinity of the site. This issue remains outstanding.

Issue: Contribution to Transportation Improvements

Aside from the \$40,000 contribution discussed above, the applicant has proffered to contribute \$10,000 to be used for the installation of pedestrian safety improvements to Old Keen Mill Road in proximity to the subject site. Staff believes that the proposed \$10,000 contribution would fail to address even short-term pedestrian safety measures that could be implemented near the site to facilitate a safer crossing of Old Keene Mill Road. One such pedestrian safety improvement, which was suggested in the Springfield Connectivity Study at the adjacent Spring Road and Old Keene Mill Road intersection, includes pedestrian crosswalk enhancements, new pedestrian signals, improved pedestrian ramps, reconfiguration of the traffic signal heads, and landscaping, at a total estimated cost of \$150,000. Staff has identified a number of other pedestrian improvements that would improve pedestrian circulation in the vicinity of the site. Staff has recommended that the applicant commit to constructing one or more of the pedestrian improvements suggested to the applicant, or provide a sufficient contribution to support transportation improvements to offset the proposed development, in accordance with the Comprehensive Plan; however, the applicant has failed to do so at this time. Therefore, this issue remains outstanding.

Issue: Provision of Transit Service to the Transportation Center/Participation in the Future Circulator System's Management and Operation

As previously discussed, the applicant has proffered to contribute the sum of \$40,000 towards the establishment of a regional bus circulator system to serve Central Springfield, and towards construction of a pedestrian bridge. However, FCDOT staff believes that because the proposed proffers do not specify how the \$40,000 is to be allocated, it is unclear if the proposed contribution will be sufficient, in light of the significant operating costs of such a circulator system. This issue remains outstanding.

FCDOT staff has noted that transit, pedestrian, and bicycle connectivity are major elements of the transportation guidance for redeveloping the Franconia-Springfield Area. Access to the area through these means should be maximized to support the Comprehensive Plan recommended land use concept and achieve the optimal densities and mix of uses. Staff strongly recommends that the applicant re-evaluate the transportation commitments to more substantively address the site-specific Comprehensive Plan transportation recommendations for the site. Without a substantial increase in the overall proposed contribution or other measures to address these transportation elements, FCDOT does not believe that the proposed application is in conformance with the Comprehensive Plan recommendation for the site.

Office of Community Revitalization and Reinvestment Analysis (OCRR)
(Appendix 7)

OCRR staff has reviewed the subject application and determined that the application has been revised to address comments that were previously raised by OCRR regarding the proposed building design, pedestrian and vehicular circulation, as well as the proposed streetscape. Therefore, there are no outstanding issues.

Stormwater Management Analysis (Appendix 8)

Issue: Accotink Creek Watershed

Stormwater Planning Division staff noted that the Accotink Creek Watershed plan is under development, and the current draft report for the Watershed plan does not show any proposed projects downstream from the subject property. Stormwater Planning Division staff recommended that the applicant provide any of the following measures:

- a vegetated roof on the hotel with access for the guests to enjoy,
- a roof deck on the garage as an outdoor amenity and for harvesting of rainfall for water supply needs (for water features, irrigation),
- amended soils with native plantings, including grasses and wildflowers, where appropriate,
- porous concrete paving or permeable pavement blocks with underlying gravel storage in the parking areas.

Resolution:

The CDP/FDP has been revised to include a pool deck illustrative and a pool deck layout, which depicts an area on the roof of the proposed parking structure to consist of a pool, exercise facility and a roof garden. The applicant has also proffered to provide a rainwater collector system on the site, and the collected stormwater will be used to supplement irrigation of landscaping installed on the site. In addition, the CDP/FDP shows that pervious pavement may be provided over a portion of the proposed surface parking area near the courtyard entrance to the building. Based on the provisions discussed, staff believes that this issue has been resolved.

Urban Forest Management Analysis (Appendix 9)

The Urban Forest Management Division (UFMD) review of this application raised the following issues:

Issue: Tree Preservation

UFMD staff noted that a deviation from the tree preservation target was requested by the applicant, but the deviation request did not include one or more of the justifications listed in the Public Facilities Manual (PFM), and therefore the deviation request did not appear to be in conformance with Chapter 122-2-3(b) of the County Code. UFMD staff recommended that the applicant provide one or more of the justifications listed in the PFM on the CDP/FDP, with a narrative that provides a site-specific explanation of why the Tree Preservation Target cannot be met.

Resolution:

The applicant has revised the CDP/FDP to provide a narrative of Sheet 13, which states that:

- Meeting the tree preservation target would require the preservation of trees that do not meet the standards for healthy and structural condition, as well as other vegetation and risk management requirements of the PFM.
- Construction activities could be reasonably expected to impact existing trees or forested areas used to meet the tree preservation target to the extent that such trees would not likely survive in a healthy and structurally sound manner for a minimum of 10-years in accordance with the PFM.

The justifications provided by the applicant are conditions under which a deviation from the tree preservation target is allowed (PFM Sect. 12-0507.3). Furthermore, the CDP/FDP notes that the overall 10-year tree canopy cover required for the site (10%) will be provided with the new proposed plantings shown on the Landscape plan. Based on the provisions discussed, staff is not opposed to the Director of DPWES granting a deviation from the tree preservation target for the proposed development.

Issue: Plantings within Easements

Urban Forest Management staff noted the CDP/FDP depicted proposed landscaping along the northern and western portions of the property, which appeared to be located inside an existing VEPCO easement and it was unclear if permission from VEPCO to plant inside their easement had been obtained. UFMD recommended that the mentioned trees should be relocated outside of the existing VEPCO easement, or a letter of permission from VEPCO should be provided on the CDP/FDP to allow the planting of trees inside the existing VEPCO easement. UFMD staff further noted that trees located inside public utility easements, even with a letter of permission, cannot be counted for tree canopy credit and if that was the case, the 10-year tree canopy calculations should be adjusted accordingly.

Resolution:

The applicant has revised the CDP/FDP to relocate the proposed plantings, so they are not located within the existing VEPCO easement. Therefore, this issue has been resolved.

Park Authority Analysis (Appendix 10)**Issue:** Urban Parks and Recreational Facilities

UFMD staff noted that the Comprehensive Plan guidance for the application property specifically mentions the need to address the demand for urban parks and recreational facilities when seeking to develop under the option for hotel use on Parcels 4, 5 and 6. FCPA staff recommended that the site design be revised to integrate usable, public open space into the design, consistent with the Fairfax County Urban Parks Framework, to address the guidance of the Comprehensive Plan. The applicant had proposed to address the Comprehensive Plan language through a draft proffer, committing to escrow \$10,000 to be used for public recreation facilities in the planned commuter parking facility on the south side of Old Keene Mill Road. The draft proffer additionally states that funds not used within five years could be utilized for improvements to parks located within the vicinity of the application.

FCPA staff informed the applicant that the provision of on-site facilities would more directly address the intent of the Comprehensive Plan and be the preference of the Park Authority. In lieu of such provision, however, a proffered cash contribution could be utilized to mitigate impacts to area parks attributed to the increased demand by future hotel patrons and staff. However, recent monetary contributions to offset the impacts of commercial development in Suburban Centers have averaged \$0.27 per square foot. When the FCPA applied this rate to the proposed 120,000 square feet hotel use, the Park Authority recommended that a contribution of \$32,400 for recreational facility development should be provided. The Park Authority further noted that such contribution should be made at time of site plan approval for the hotel or at time of site plan approval for the planned commuter parking facility, whichever occurs first.

Resolution:

The applicant has revised the CDP/FDP to provide a "Pool Deck Layout" to depict the proposed pool, roof garden, and exercise facility to be provided above the parking garage; however, those facilities will be available to hotel guests. In addition, the applicant has proposed a proffer to contribute the sum of thirty-two thousand four hundred dollars (\$32,400.00) to the Fairfax County Park Authority at time of site plan approval for the hotel, to be used for the integration of public recreation facilities into

the planned commuter parking facility on the south side of Old Keene Mill Road. The proffer further states that should the facilities not be constructed within five years of the date of site plan approval for the hotel, or if the plans for the parking facility are changed so as not to include publicly accessible recreation facilities, the contribution shall be applied to improvements to parks located within the service area of the application property at the discretion of the Park Authority.

While the applicant has proffered to contribute an amount in accordance with the average \$0.27 per square foot rate for commercial development in suburban centers, the Park Authority continues to recommend that the proffer include language that ensures that the contribution would be provided at the time of site plan approval for the proposed hotel or the proposed commuter facility, whichever occurs first.

Water Service Analysis (Appendix 11)

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 8-inch water main located in Old Keene Mill Road and a 6-inch water main located just north of the site.

Fire and Rescue Analysis (Appendix 12)

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 13)

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.

Sect. 6-201 PDC District Purpose and Intent:

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.” Staff believes that the proposed development is of a design that will further the goals of the Springfield Commercial Revitalization District and in harmony with recent development of a similar type at the neighboring property to the east.

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 120,000 square feet of development, which is greater than the minimum of 100,000 square feet.

The application proposes development of the site at a floor area ratio of 1.68. 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.
- 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%.
- Below-surface off-street parking facilities - Not more than 5% for each 20% of the required number of parking spaces to be provided.
- 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.

Incorporating a 20% parking reduction, the minimum parking required for the site is 145 parking spaces. The application proposes to provide 133 (92%) of the on-site parking within the proposed parking structure. This would make the application eligible for a 12% (3% x 4) increase in maximum FAR, which would result in a 1.68 FAR.

Based on the amount of parking within a parking structure proposed, as well as the Comprehensive Plan recommendations for Land Unit C of the Springfield Commercial Business District, the application would be eligible for a maximum FAR of 1.68; therefore, staff is supportive of the increase in maximum FAR in the PDC District to 1.68.

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 15% open space and therefore meets the minimum requirement.

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 proposed maximum intensity of 120,000 SF exceeded the Comprehensive Plan recommended maximum intensity of 110,000 SF at the time of submission of the application. However, the Board of Supervisors adopted Plan Amendment S10-IV-FS1 on February 8, 2011, increasing the recommended maximum intensity for the hotel option for the site by 10,000 SF to 120,000 SF. Therefore, the application is in conformance with the Comprehensive Plan recommended intensity for the site, and this standard has been satisfied.

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. Therefore, this standard has been satisfied.

General Standard 3 requires that the design of the proposed development protect and preserve the natural features on the site. The existing site is currently vacant, almost devoid of existing vegetation and a majority of the site is impervious surface. There are no natural features on the site to preserve. Therefore, this standard is not applicable to this application.

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 subject site is surrounded by public right-of-way on two sides, Old Keene Mill Road to the south, and Amherst Avenue to the east, which is an elevated roadway. The application proposes to provide interparcel access connections to the adjacent parcel to the west (parcel 9) and the adjacent parcels to the north (parcel 8A and 9A). Furthermore, the applicant has proposed proffers that allow the location of the interparcel connections to be determined in coordination with FCDOT to ensure the connections are coordinated with any future development of those properties. With the implementation of the

proposed proffers, staff feels that the proposed development will not deter or impeded the development of any surrounding properties in accordance with the Comprehensive Plan and will not adversely affect the value of the surrounding development, and 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 main access to the site is shown to be provided from Old Keene Mill Road. The application also provides interparcel connections to adjacent properties to the north and west, which will allow access to Bland Street, as well as the adjacent Springfield Plaza Shopping Center. The applicant proposes to replace the existing concrete sidewalk along the Old Keene Mill Road frontage of the site with an 8-foot wide sidewalk with brick pavers. The CDP/FDP includes a pedestrian circulation plan identifying the pedestrian paths throughout the development and the proposed locations for stop signs and stop bars to prevent pedestrian-vehicular conflicts. In addition, the applicant also proposes to provide way finding (directional) signage for pedestrians and vehicles on the site. Staff believes that this standard has been met.

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	81 feet
Front Yard	Controlled by a 25° angle of bulk plane, but not less than 40 feet.	8 feet (Amherst Ave.)* 16.5 feet (Old Keene Mill Rd)
Rear Yard	Controlled by a 20° angle of bulk plane, but not less than 25 feet.	9.1 feet*
Side Yard	N/A	N/A
FAR	1.65 FAR	1.68 FAR** (120,000 GSF)
Open Space	15%	15%
Parking Spaces	One (1) space per rental unit, plus four (4) spaces per fifty (50) rental units = 181 spaces (20% reduction) = 145	145 spaces***
Loading Spaces	2 spaces	1 space****

* Waiver/Modifications requested pursuant to 9-622 - Provisions for Modifications/Waivers/Increases and Uses in a Commercial Revitalization District

** Sect. 6-208: Maximum floor area ratio: 1.5, which may be increased by the Board, in its sole discretion, up to a maximum of 2.5

*** Reduction requested pursuant to Sect. A7-509

**** Reduction requested pursuant to Sect. 11-202

Design Standard 2 states that the development must provide adequate open space, parking and loading spaces as set forth in the Ordinance. The proposed development meets the minimum required open space, which is 15%. As previously discussed, 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. The application proposes to maintain the existing access to the site from Old Keene Mill Road and provide interparcel access to the adjacent properties to the west and north to provide access to Bland Avenue. A 24-foot wide driveway is proposed to provide vehicular within the site. The application also proposes to provide a minimum 8-foot wide sidewalk with brick pavers along the Old Keene Mill Road frontage of the site, as well as pedestrian pathways within the development to provide access to the hotel and offsite properties.

Waivers/Modifications:20% Parking Reduction

The applicant requests a 20% reduction in minimum parking spaces to be provided. Based on the proposed use, 181 spaces are required by the Zoning Ordinance. The applicant proposes to provide 145 parking spaces.

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 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 181 spaces to 145 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 three-level parking structure. The CDP/FDP shows a perspective of the site showing the top level of the parking structure will be lower than the Amherst Avenue Bridge along the eastern border of the site, keeping it screened from view. The proposed parking arrangement is in harmony with the Springfield CRD recommendations for Land Unit C and furthers the goals of revitalization; therefore, staff is supportive of the 20% reduction request.

Modification of loading space requirement:

The applicant is requesting a modification from the required two loading spaces to one 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. Par. 3 of Sect. 11-202 of the Zoning Ordinance states that the loading space requirement may be reduced when it is justified by a reduction in the need for loading spaces due to a reduction in size or a change in the nature of the use subject to the loading requirement. Staff believes that the applicant has provided sufficient justification to demonstrate that the operation of the proposed extend stay hotel will operate in a different nature, in terms of deliveries, than a standard hotel. Therefore, staff is supportive of the loading space modification due to the very limited space available on the site.

Modifications in a CRD:

Sect. 9-622 of the Zoning Ordinance contains the provisions for modifications, waivers, increases and uses in a Commercial Revitalization District. This section states that the Board of Supervisors may approve the following modifications in conjunction with the approval of a rezoning.

Modification of the 20-foot minimum rear yard requirement to permit a minimum rear yard of 8 feet along the eastern boundary.

The proposed parking structure is shown to be set back a minimum of 8 feet from the rear property line (northern boundary). The parking structure has been located to the rear of the property to be screened from view from Old Keene Mill Road and Amherst Avenue as recommended by the Comprehensive Plan guidelines. Staff believes that the proposed location of the parking structure furthers the goals of revitalization in Springfield. Modifications of the minimum yard requirements are permitted in Commercial Revitalization Districts when the approval of such modification would further the goal of revitalization and the Comprehensive Plan recommendations for the site. Therefore, staff supports this modification request.

Modification of the front yard 45-degree bulk plane requirements to permit a front yard bulk plane of 4 degrees.

The proposed hotel building is oriented towards the Amherst Avenue and Old Keene Mill Road frontages of the site as recommended by the Comprehensive Plan. In addition, the building is oriented around the proposed parking garage to screen it view from Amherst Avenue and Old Keene Mill Road, also as recommended by the Comprehensive Plan. As a result, the minimum bulk plane along the Amherst Avenue frontage of the site is 4 degrees. Modifications of the minimum yard requirements are permitted in Commercial Revitalization Districts when the approval of such modification would further the goal of revitalization and the Comprehensive Plan recommendations for the site. Staff believes that the proposed layout is in harmony with the Comprehensive Plan recommendations for the site and therefore, staff supports this modification request.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The applicant seeks rezoning approval to the PDC District in order to redevelop a vacant, former eating establishment site into an extended stay hotel. The proposed 120,000 SF hotel would contain 167 suites. A proposed parking structure located behind the building would have contain 133 parking spaces and 12 surface parking spaces would be provided to the west of the courtyard entrance to the hotel. The 1.63-acre site would be developed at an intensity of 1.68 FAR, and access to the site is proposed from Old Keene Mill Road.

While staff believes the proposed uses and design are generally consistent with Plan guidance for the site and furthers the overall goals for revitalization of this area, staff has identified several issues that have not yet been resolved. The outstanding issues include:

Failure to provide a commitment to attain LEED or equivalent certification for the proposed development in accordance with the Green Building Policy of the Comprehensive Plan, which includes providing an escrow and committing to a specific LEED program for its equivalent to meet the intent of the green building policy.

Failure to provide an adequate landing to accommodate a future connection to a pedestrian bridge over Old Keene Mill Road as well as provide sufficient funding to facilitate the construction of the pedestrian bridge and provide short-term pedestrian improvements in the vicinity of the site to improve pedestrian circulation.

Furthermore the application has failed to offset the impacts of the proposed development on the surrounding multi-modal transportation network and to help support the future circulator system's management and operation.

Staff believes that the applicant should continue to work with staff to address the unresolved issues.

Staff Recommendations

Staff recommends approval of RZ 2010-LE-013 and the associated Conceptual Development Plan, subject to the proffers consistent with those contained in Appendix 1.

Staff recommends approval of FDP 2010-LE-013, subject to the Board of Supervisors approval of RZ 2010-LE-013 and the Conceptual Development Plan.

Staff recommends approval of an increase in maximum FAR from 1.5 to 1.68 pursuant to Par. 3 of Sect. 6-208 of the Zoning Ordinance.

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

Staff recommends approval of the 20% parking reduction.

Staff recommends approval of a modification of the 20-foot minimum rear yard requirement to permit a minimum rear yard of 8 feet along the eastern boundary.

Staff recommends approval of a modification of the front yard 45-degree bulk plane requirements to permit a front yard bulk plane of 4 degrees.

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.

The approval of this application does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

APPENDICES

1. Draft Proffers
2. Affidavit
3. Statement of Justification
4. Land Use Analysis
5. Environmental Analysis
6. Transportation Analysis
7. Office of Community Revitalization and Reinvestment Analysis
8. Stormwater Analysis
9. Urban Forest Management Analysis
10. Park Authority Analysis
11. Water Service Analysis
12. Fire and Rescue Analysis
13. Applicable Zoning Ordinance Provisions
14. Glossary of Terms

DRAFT PROFFERS**WPPI SPRINGFIELD HS, LLC****RZ 2010-LE-013****January 26, 2011**

Pursuant to Section 15.2-2303(a) Code of Virginia, 1950, as amended, WPPI Springfield HS, LLC (hereinafter referred to as the "Applicant"), for the owners, itself, successors and assigns in RZ 2010-LE-013, filed for property identified as Tax Map 80-4 ((9)) 4, 5 and 6 (hereinafter referred to as the "Application Property") hereby proffers the following, provided that the Board of Supervisors approves a rezoning of the Application Property from the C-6 District to the PDC District in conjunction with a Conceptual/Final Development Plan (CDP/FDP) for a hotel. These proffers shall replace and supersede all previous proffers, if any, approved on the Application Property.

1. CONCEPTUAL/FINAL DEVELOPMENT PLAN
 - a. Subject to the provisions of 16-204 of the Fairfax County Zoning Ordinance (hereinafter referred to as the "Zoning Ordinance"), development of the Application Property shall be in substantial conformance with the CDP/FDP, consisting of twenty-one (21) sheets prepared by Urban, Ltd., dated July 29, 2010 and revised through January 26, 2011.
 - b. Pursuant to Paragraph 4 of Section 16-403 of the Zoning Ordinance, minor modifications from the CPD/FDP may be permitted as determined by the Zoning Administrator. The Applicant reserves the right to make minor modifications to the building and garage footprints shown on the CDP/FDP and make other modifications provided that such modifications are in substantial conformance with the CDP/FDP as determined by the Zoning Administrator, and do not increase building height nor decrease the amount and location of open space, limits of clearing and grading, landscaping, or distances to peripheral lot lines as dimensioned on the CDP/FDP.
 - c. Notwithstanding that the CDP/FDP is presented on twenty-one (21) sheets and said CDP/FDP is the subject of Proffer 1.a. above, it shall be understood that the CDP shall be limited to the location and amount of open space, limits of clearing and grading, and the maximum square footage of development. The Applicant has the option to request Final Development Plan Amendments ("FDPAs") for elements other than CDP elements from the Planning Commission for all of, or a portion of, the CDP/FDP in accordance with the provisions set forth in Section 16-402 of the Zoning Ordinance.

2. USE

As shown on the CDP/FDP, the Application Property shall be developed with a hotel and a parking structure. Development on the Application Property shall include a maximum of 120,000 square feet of gross floor area (GFA).

3. TRANSPORTATION

- a. Applicant shall provide an interparcel connection within a public ingress-egress easement to the adjacent property to the west identified as Tax Map 80-3 ((1)) 9 (Parcel 9). The interparcel connection shall be approximately twenty-four (24) feet in width as measured from curb to curb and generally located as shown on the CDP/FDP. The final location of the connection shall be determined at time of site plan approval in coordination with the Fairfax County Department of Transportation (FCDOT). The location of the interparcel access identified at time of site plan approval may be relocated in the future by the owner of Parcel 9 within an area of approximately 240 feet along the shared property line as shown on the CDP/FDP. The interparcel access may be relocated within the 240 feet at the discretion of the owner of Parcel 9 subject to the review of FCDOT, and so long as the access does not interfere with the internal circulation on the Application Property. Construction of the relocated interparcel access shall be at the sole expense of the owner of Parcel 9, including, but not limited to, the permanent closure of the existing connection by removal of pavement, installation of landscaping, and relocation of utilities, and subject to a reciprocal interparcel access agreement. The Applicant shall grant temporary construction easements as may be necessary to complete construction of said interparcel access by others. Said relocation and construction, including replacement of landscaping, shall not require an amendment to the CDP/FDP or these proffers.
- b. Applicant shall provide an interparcel connection within a public ingress-egress easement to the adjacent properties to the north identified as Tax Map 80-4 ((9)) 8 A and 9A. The interparcel connection shall be approximately twenty-nine (29) feet in width as measured from curb to curb and generally located as shown on the CDP/FDP. The final location of the connection shall be determined at time of site plan approval in coordination with the FCDOT.
- c. Primary right in/right out access to the Application Property shall be provided at the existing curb cut on Old Keene Mill Road to facilitate right in/right out movements. No additional access points shall be provided on Old Keene Mill Road.
- d. The Applicant shall install a pedestrian crosswalk at the access to Old Keene Mill Road as shown on the CDP/FDP subject to VDOT approval.

The crosswalk shall be installed with a different texture or materials than surrounding pavement, such as stamped asphalt or pavers as approved by VDOT, to increase its visibility.

- e. The Applicant shall contribute a total of forty thousand dollars (\$40,000.00) to Fairfax County to be used for the establishment of a regional bus circulator system (the "Circulator") that will serve Central Springfield and/or the design/construction by others of a mid block, grade-separated pedestrian crossing over Old Keene Mill Road in proximity to the Application Property. The contribution shall be made in two (2) equal payments. The first payment of twenty thousand dollars (\$20,000.00) shall be made at time of site plan approval for the Application Property, and the remaining payment of twenty thousand dollars (\$20,000.00) shall be made no later than three (3) months of the issuance of the Non-RUP for the Application Property. If within ten (10) years of the date of approval of this rezoning application, the funds have not been spent on either the Circulator or the pedestrian crossing, the funds shall be released to Fairfax County for use as deemed appropriate by FCDOT for transportation improvements in the vicinity of the Application Property. The cash contribution as set forth in this proffer shall escalate on a yearly basis (but not to exceed a three (3) percent increase for any given calendar year) from the base year of 2011, and change effectively each January 1 thereafter, based on the consumer price index as published by the Bureau of Labor Statistics, U.S. Department of Labor, for the Washington-Baltimore, and its MD-VA-DC-WV Consolidated Metropolitan Statistical Area (the "CPI").
- f. The Applicant reserves density credit as may be permitted by the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance for all dedications described herein or as may be reasonably required by Fairfax County or VDOT whether such dedications occur prior to or at time of site plan approval.

4. STORMWATER MANAGEMENT/BEST MANAGEMENT PRACTICES

- a. At time of site plan approval, the Applicant shall provide stormwater management (SWM) and Best Management Practices (BMP) in an underground structure as generally shown on the CDP/FDP. Said facilities shall be designed in accordance with the requirements of the Public Facilities Manual and Chesapeake Preservation Ordinance, unless modified by the Department of Public Works and Environmental Services (DPWES). In the event that the stormwater management or BMPs are relocated to meet PFM requirements, those modifications to the SWM/BMP facilities shown on the CDP/FDP shall not require the approval of a proffered condition amendment or amendment to the CDP/FDP as determined by the Department of Planning and Zoning (DPZ).

- b. The Applicant shall implement low impact development techniques on the Application Property to the extent possible. Such techniques shall include, but not be limited to, permeable paving, tree box filters and a storm filter box. The Applicant shall provide water quality measures that are 1.5 times the required reduction in phosphorus loads as required by Section 6-0401.2B of the Public Facilities Manual that is in effect at the time of rezoning approval.
- c. The Applicant shall install a rain water collection system on the Application Property to collect stormwater. The collected stormwater shall be used to supplement irrigation of landscaping installed on the Application Property.

5. LANDSCAPING AND OPEN SPACE

- a. The Applicant shall provide landscaping on the Application Property as generally shown on the CDP/FDP, subject to VDOT approval for street trees located within the Old Keene Mill Road right-of-way. Deciduous trees shall have a minimum of two (2) to three (3) inch caliper and evergreens shall have a minimum height of six (6) to eight (8) feet at time of planting. In the event that VDOT does not approve street trees located within the Old Keene Mill Road right-of-way, the Applicant shall provide a combination of shrubs and landscaping in the alternative, subject to review of Urban Forest Management and approval by VDOT.
- b. All landscaping shall be maintained in good health by the Applicant. Any items that should die shall be promptly replaced by the Applicant.
- c. The Applicant shall submit a detailed landscape plan as part of the site plan submission for review and approval by Urban Forest Management (UFM). The Applicant shall utilize native species where possible as coordinated with UFM.
- d. The Applicant shall install a "green wall" trellis system consisting of modular wire panels or metal cables along the south and west sides of the parking structure. Vines or other plant material that will grow up the trellis system shall be installed, as determined by UFM, to reduce the visual impact of the parking structure.

6. GREEN BUILDING PRACTICES

- a. The Applicant shall include a U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design ("LEED") accredited professional as a member of the design team. This professional shall also be a professional engineer, landscape architect or architect licensed to practice in the Commonwealth of Virginia. The LEED accredited professional shall work with the team to incorporate sustainable design

elements and innovative technologies into the project with the goal of having the project attain LEED certification. At time of site plan submission, the Applicant shall provide documentation to the Environment and Development Review Branch of DPZ demonstrating compliance with the commitment to engage such a professional.

- b. To the extent feasible, the Applicant shall incorporate energy efficient practices and techniques in the construction and operation of the hotel.
- c. The Applicant shall include for information, as part of the site plan submission and building plan submission, a list of specific credits within the 3.0 version of the USGBC LEED New Construction (LEED[®]-NC) rating system, that the Applicant anticipates attaining. A professional engineer, landscape architect or architect licensed to practice in the Commonwealth of Virginia will provide certification statements at both the time of site plan review and the time of building plan review confirming that the items on the list are consistent with LEED certification credits.
- d. Within three (3) months of the issuance of a Non-Residential Use Permit (Non-RUP), the Applicant shall provide to the Environment and Development Review Branch of DPZ a letter from a LEED[®]-accredited professional certifying that a green building maintenance reference manual has been prepared for use by future building owners, managers and operators, that this manual has been written by a LEED-accredited professional, that copies of this manual will be provided to all future building owners, managers and operators and that this manual, at a minimum:
 - provides a narrative description of the green building component, including a description of the environmental benefits of that component and including information regarding the importance of maintenance and operation in retaining the attributes of a green building;
 - provides, where applicable, product manufacturer's manuals or other instructions regarding operations and maintenance needs for the green building component, including operational practices that can enhance energy and water conservation;
 - provides, as applicable, either or both of the following: (1) a maintenance staff notification process for improperly functioning equipment; and/or (2) a list of local service providers that offer regularly scheduled service and maintenance contracts to assure proper performance of green building-related equipment and the structure, to include, where applicable, the HVAC system, water

heating equipment, water conservation features, sealants, and caulks; and

- provides contact information that building occupants can use to obtain further guidance on each green building component.

Within three (3) months of the issuance of the Non-RUP, the Applicant shall provide an electronic copy of the manual in pdf format to the Environment and Development Review Branch of DPZ.

- e. All references to the USGBC shall apply to similar certifying agencies presently in place, or that are created subsequent to approval of this rezoning application, provided that the alternative certifying agency is acceptable to Fairfax County and the Applicant.

7. PARKS AND RECREATION

The Applicant shall contribute the sum of thirty-two thousand four hundred dollars (\$32,400.00) to the Fairfax County Park Authority at time of site plan approval to be used for the integration of public recreation facilities into the planned commuter parking facility on the south side of Old Keene Mill Road in proximity to the Application Property. The Applicant shall be notified should the facilities not be constructed within five (5) years of the date of site plan approval, or if the plans for the parking facility are changed so as not to include publicly accessible recreation facilities, and the contribution shall be applied to improvements to parks located within the service area of the Application Property at the discretion of the Park Authority.

8. DESIGN AND OPERATION

- a. The Applicant shall provide streetscape improvements and plantings as generally shown on the CDP/FDP, subject to VDOT approval for plantings within the Old Keene Mill Road right-of-way. Streetscape improvements along the Application Property's Old Keene Mill Road frontage shall include benches and bollard lights as generally shown on Sheet 13 of the CDP/FDP.
- b. The Applicant shall construct an eight (8) foot wide pedestrian trail along the Application Property's Old Keene Mill Road frontage as generally shown on the CDP/FDP. The trail shall be installed with brick pavers and located within a public access easement. The brick pavers shall match the pavers installed on the adjacent property that is identified among the Fairfax County tax assessment records as 80-4 ((1)) 10.
- c. The Applicant shall construct the hotel of masonry, pre-cast and EIFS. The hotel shall be constructed in general conformance with the elevations shown on Sheets 14, 15 and 16 of the CDP/FDP and include elements

such as awnings and windows to promote a “retail” image along Old Keene Mill Road, and a roof top feature to create an identity for the building.

- d. The Applicant shall incorporate landscaping, decorative color imprinted concrete, and benches in the courtyard between the hotel and the parking structure as generally shown on Sheets 5 and 12 of the CDP/FDP.
- e. Amenities for hotel guests shall include a rooftop swimming pool and seating area as shown on Sheet 21 of the CDP/FDP, an exercise room and a conference room.
- f. Directional signs in accordance with Article 12 of the Zoning Ordinance shall be provided on-site as generally shown on Sheet 5 of the CDP/FDP to facilitate vehicular and pedestrian movements through the Application Property.
- g. To minimize vehicular conflicts, the Applicant shall schedule trash and recycling pick ups before 6:00 a.m. and deliveries to the loading area between 10:00 a.m. and 2:00 p.m.
- h. The “alley” between the Amherst Avenue Bridge and the hotel shall be secured by a fence and gate as shown on the CDP/FDP to prevent trespassing in this area. Any portion of the fence within the VDOT right-of-way shall be subject to VDOT review and approval. A slope and maintenance easement ten (10) feet wide as measured from the existing retaining wall shall be granted to VDOT at time of site plan approval to allow future maintenance of the Amherst Avenue Bridge.
- i. The Applicant shall periodically inspect and remove accumulated trash and debris from that area along Old Keene Mill Road beneath the Amherst Avenue Bridge and adjacent to the Application Property.
- j. The Applicant shall construct the roof of the hotel with a white reflective surface to reduce the heat island effect.
- k. The Applicant shall install a decorative mosaic of ceramic tile or metal inlay on the stair tower adjacent to Old Keene Mill Road as shown on the CDP/FDP.

9. LIGHTING AND NOISE

- a. All lighting standards shall comply with Zoning Ordinance Article 14, Part 9, Outdoor Lighting Standards.
- b. Prior to final site plan approval, the Applicant shall submit a noise analysis based on final site grades and future traffic volumes on Old

Keene Mill Road to DPWES for review and approval in accordance with the established guidelines for noise analysis at time of rezoning approval. The noise analysis shall utilize standard measures to evaluate noise, and shall demonstrate that exterior noise within outdoor recreational areas is reduced to below DNL 65 dBA. In order to reduce interior noise to a level of approximately DNL 45 dBA within a highway noise impact zone of DNL 65-70 dBA, the Applicant shall employ the following acoustical treatment measures:

- i Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 39.
- ii Doors and windows shall have a laboratory STC rating of at least 28 unless windows constitute more than 20% of any façade exposed to noise levels of DNL 65 dBA or above. If glazing constitutes more than 20% of an exposed façade, then the windows should have a STC rating of at least 39.
- iii All surfaces shall be sealed and caulked in accordance with methods approved by the American Society for Testing and Materials (ASTM) to minimize sound transmission.

Prior to the issuance of building permits, the Applicant reserves the right to pursue other methods of mitigating noise impacts that can be demonstrated through an independent noise study, as reviewed and approved by DPWES after consultation with DPZ, that these methods will be effective in reducing interior noise levels to DNL 45 dBA Ldn or less. Should the highway noise impact zone exceed DNL 70 dBA, the Applicant shall employ additional treatment measures as approved by DPWES to achieve an interior noise level of approximately DNL 45 dBA

10. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

- a. This Proffer sets forth a program for a Transportation Demand Management plan (the "TDM" Plan") that shall be implemented by the Applicant to encourage the use of transit (Metrorail and bus), other high-occupancy vehicle commuting modes, walking and biking all in order to reduce automobile trips generated by the Application Property:
 - i. Program Manager. Thirty (30) days after issuance of a building permit for the Application Property, the Applicant shall designate an individual to act as the Program Manager ("PM") for the hotel, whose responsibility will be to implement the TDM strategies. The duties of the PM may be part of other duties assigned to the individual(s). The Applicant shall participate in available Springfield area wide TDM Programs (if available), activities and

transportation improvement endeavors provided by Fairfax County and other various stakeholders in the area if also available.

- ii. TDM Plan. Ninety (90) days after the appointment of the PM, the PM shall submit to FCDOT for review and approval the TDM Plan to be implemented for the Application Property. The TDM Plan and any amendments thereto shall include, but not be limited to, provisions for the following with respect to the Application Property.
 - (a) Information Dissemination. The PM shall make Metrorail and bus maps, schedules and forms, ridesharing and other relevant transit option information available to hotel employees, visitors and guests in a common area; such as the central lobby, community room, and/or hotel management office. The PM shall also make multi-modal transportation information available as part of in-room service guides or hotel information through the closed-circuit television system to its hotel guests.
 - (b) Ride Matching. The PM shall coordinate and assist with vanpool and carpool formation programs, ride matching services and established guaranteed ride home programs for employees.
 - (c) Teleworking. Encourage hotel guests to telework through the utilization of high capacity data/network connections available through their employers.
 - (d) Meeting Space. The Applicant shall continually provide a minimum of 200 square feet of meeting space for use by hotel guests to meet with business associates on site.
 - (e) Car Sharing Information. The PM shall make information available regarding the availability of car sharing program(s) to hotel employees, visitors and guests (such as ZipCar).
 - (f) Preferential Parking. Applicant shall provide preferential hotel parking for car/van pools in all parking facilities within the Application Property.
 - (g) Shuttle Service. Applicant shall coordinate through other services the opportunity for both hotel guests and employees to utilize shuttle services to the Franconia Springfield Metrorail station during the AM and PM peak.

- (h) Coordination. The PM shall work with FCDOT, and any other transportation management entities established in the local area of the development, to promote alternatives to single-occupant automobile commuter trips.

FCDOT Response. If FCDOT has not responded with any comments to the PM within ninety (90) days of receipt of the TDM Plan, the TDM Plan shall be deemed to be approved and the Applicant, through the PM, shall implement the TDM Plan.

- b. The Applicant shall provide a SmarTrip card, with a value of twenty-five (\$25.00) to each hotel employee at the time of initial employment and, if requested, continue to provide a card of the same value on a monthly basis to employees.
- c. The Applicant shall become a member of TAGS and pay annual dues. As a member of TAGS, the Applicant shall use best efforts to modify and/or enhance existing TAGS bus routes to serve the Application Property.
- d. The Applicant shall provide a secure area to accommodate a minimum of ten (10) bicycles within the parking garage.

11. SUCCESSOR AND ASSIGNS

These proffers shall bind and inure to the benefit of the Applicant and its successors or assigns.

12. COUNTERPARTS

These proffers may be executed in one or more counterparts, each of which when so executed and delivered shall be deemed an original document and all of which taken together shall constitute but one and the same instrument.

{A0212634.DOC / 1 Draft Proffers - 1-26-11 (cln) 006762 000006}

[SIGNATURE BEGINS ON THE FOLLOWING PAGE]

APPLICANT/CONTRACT PURCHASER OF TAX
MAP 80-4 ((9)) 4, 5, 6

WPPI SPRINGFIELD HS, LLC

By: WMB Corp., Its Manager

By: _____

Name: _____

Title: _____

TITLE OWNER OF TAX MAP 80-4 ((9)) 4, 5, 6

SPRINGFIELD LAND LLC

By: Robert C. Kettler
Its: Manager

By: Richard W. Hausler
Its: Manager

[SIGNATURE ENDS]

REZONING AFFIDAVIT

DATE: January 4, 2011
 (enter date affidavit is notarized)

I, Lynne J. Strobel, attorney/agent, do hereby state that I am an
 (enter name of applicant or authorized agent)

(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below 109805a

in Application No.(s): RZ/FDP 2010-LE-013
 (enter County-assigned application number(s), e.g. RZ 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS, and LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(NOTE: All relationships to the application listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
WPPI Springfield HS, LLC Agents: Richard J. Parks J. Matthew Chambers Robert C. Hale Jason S. Weisler	1000 E. 80th Place Suite 700 North Merrillville, Indiana 46410	Applicant/Contract Purchaser of Tax Map 80-4 ((9)) 4, 5, 6
Springfield Land LLC Agents: Charles J. Kieler Robert C. Kettler Richard W. Hausler	1751 Pinnacle Drive Suite 700 McLean, Virginia 22102	Title Owner of Tax Map 80-4 ((9)) 4, 5, 6

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued on a "Rezoning Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

Rezoning Attachment to Par. 1(a)

DATE: January 4, 2011
 (enter date affidavit is notarized)

109805a

for Application No. (s): RZ/FDP 2010-LE-013
 (enter County-assigned application number (s))

(NOTE): All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Mannon Advisors LLC Agent: Robert S. Mannon	7807 Heratio Street McLean, Virginia 22102	Consultant/Agent
Urban Engineering & Associates, Inc. t/a Urban Ltd. Agents: Eric S. Siegel Robert W. Brown Sara E. Sinclair Adam J. Steiner Michael B. Keith Chad E. Jernigan	7712 Little River Turnpike Annandale, Virginia 22003	Engineers/Agent
Mitchell, Carlson, Stone, Inc. Agents: John E. Stone Keith E. Carlson Stephen E. Novikoff	3221 West Alabama Street Houston, Texas 77098	Architects/Agent
M.J. Wells & Associates, Inc. Agents: Robin L. Antonucci William F. Johnson Kevin R. Fellin	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation Consultant/ Agent

(check if applicable)

There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

Rezoning Attachment to Par. 1(a)

DATE: January 4, 2011
(enter date affidavit is notarized)

104805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number (s))

(NOTE): All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Agents: Walsh, Colucci, Lubeley, Emrich & Walsh, P.C. Martin D. Walsh Lynne J. Strobel Timothy S. Sampson M. Catharine Puskar Sara V. Mariska G. Evan Pritchard Elizabeth D. Baker Inda E. Stagg Kara M. W. Bowyer Megan C. Rappolt f/k/a Meagn C. Shilling Elizabeth A. McKeeby	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Agent

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued further on a "Rezoning Attachment to Par. 1(a)" form.

REZONING AFFIDAVIT

DATE: January 4, 2011
(enter date affidavit is notarized)

104805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number(s))

1(b). The following constitutes a listing*** of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders, and if the corporation is an owner of the subject land, all of the OFFICERS and DIRECTORS of such corporation:

(NOTE: Include SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES, and REAL ESTATE INVESTMENT TRUSTS herein.)

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

WPPI Springfield HS, LLC
1000 E. 80th Place
Suite 700 North
Merrillville, Indiana 46410

DESCRIPTION OF CORPORATION: (check one statement)

- [X] There are 10 or less shareholders, and all of the shareholders are listed below.
[] There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
[] There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF SHAREHOLDERS: (enter first name, middle initial, and last name)

Members: John M. Peterman, Craig A. White
Manager: WMB Corp.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name & title, e.g. President, Vice President, Secretary, Treasurer, etc.)

(check if applicable) [X] There is more corporation information and Par. 1(b) is continued on a "Rezoning Attachment 1(b)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2011
(enter date affidavit is notarized)

109805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Springfield Land LLC
1751 Pinnacle Drive
Suite 700
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

Managers: Robert C. Kettler, Richard W. Hausler
Members, Robert C. Kettler, Richard W. Hausler, The Kettler Family Limited Partnership, The Hausler Family Limited Partnership

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Mannon Advisors LLC
7807 Heratio Street
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Robert S. Mannon

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2011
(enter date affidavit is notarized)

109805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Urban Engineering & Associates, Inc. t/a Urban Ltd.
7712 Little River Turnpike
Annandale, Virginia 22003

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

Barry B. Smith
J. Edgar Sears, Jr.
Brian A. Sears

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Mitchell, Carlson, Stone, Inc.
3221 West Alabama Street
Houston, Texas 77098

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

John E. Stone
Keith E. Carlson

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2011
(enter date affidavit is notarized)

109805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

M.J. Wells & Associates, Inc. Employee Stock Ownership Trust. All employees are eligible plan participants; however, no one employee owns more than 10% of any class of stock.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

David J. Bomgardner, E. Andrew Burcher, Thomas J. Colucci, Peter M. Dolan, Jr., Jay du Von, Jerry K. Emrich, William A. Fogarty, John H. Foote, H. Mark Goetzman, Bryan H. Guidash, Michael D. Lubeley, J. Randall Minchew, M. Catharine Puskar, John E. Rinaldi, Lynne J. Strobel, Garth M. Wainman, Nan E. Walsh, Martin D. Walsh

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: January 4, 2011
(enter date affidavit is notarized)

109 805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

WMB Corp.
1000 E. 80th Place
Suite 700 North
Merrillville, IN 46410

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDER: (enter first name, middle initial, and last name)

John M. Peterman, Paul A. Misch, Dean V. White

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

John M. Peterman, President

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. President, Vice-President, Secretary, Treasurer, etc.)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

REZONING AFFIDAVIT

DATE: January 4, 2011
(enter date affidavit is notarized)

109805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number(s))

1(c). The following constitutes a listing*** of all of the PARTNERS, both GENERAL and LIMITED, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

PARTNERSHIP NAME & ADDRESS: (enter complete name, number, street, city, state and zip code)

The Kettler Family Limited Partnership
1751 Pinnacle Drive
Suite 700
McLean, VA 22102

(check if applicable) The above-listed partnership has no limited partners.

NAMES AND TITLE OF THE PARTNERS (enter first name, middle initial, last name, and title, e.g. **General Partner, Limited Partner, or General and Limited Partner**)

General Partner:
KFLP Corporation (owns less than 1% of Kettler Family Limited Partnership)

Limited Partner:
The Robert C. Kettler Family Trust f/b/o Milton Kettler, Forest Kettler, Caroline Kettler, Robert Kettler

(check if applicable) There is more partnership information and Par. 1(c) is continued on a "Rezoning Attachment to Par. 1(c)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. *In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed.* Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

Rezoning Attachment to Par. 1(c)

DATE: January 4, 2011
(enter date affidavit is notarized)

109805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number (s))

PARTNERSHIP NAME & ADDRESS: (enter complete name & number, street, city, state & zip code)

Hausler Family Limited Partnership
1751 Pinnacle Drive, Suite 700
McLean, VA 22102

(check if applicable) The above-listed partnership has no limited partners.

NAMES AND TITLES OF THE PARTNERS: (enter first name, middle initial, last name, and title, e.g., **General Partner, Limited Partner, or General and Limited Partner**)

General Partner:
Hausler Family LLC (owns less than 1% of
Hausler Family Limited Partnership)

Limited Partners:
Lyndon Skelly-Hausler
Laurel H. Hausler
James M. Hausler
Lee Ann Hausler
Katie S. Hausler

(check if applicable) There is more partnership information and Par. 1(c) is continued further on a "Rezoning Attachment to Par. 1(c)" form.

REZONING AFFIDAVIT

DATE: January 4, 2011
(enter date affidavit is notarized)

109805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number(s))

1(d). One of the following boxes **must** be checked:

In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land:

Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

EXCEPT AS FOLLOWS: (**NOTE:** If answer is none, enter "NONE" on the line below.)

None

(check if applicable) There are more interests to be listed and Par. 2 is continued on a "Rezoning Attachment to Par. 2" form.

REZONING AFFIDAVIT

DATE: January 4, 2011
(enter date affidavit is notarized)

109805a

for Application No. (s): RZ/FDP 2010-LE-013
(enter County-assigned application number(s))

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than \$100, singularly or in the aggregate, with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on line below.)

None

(NOTE: Business or financial relationships of the type described in this paragraph that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings. See Par. 4 below.)

(check if applicable) [] There are more disclosures to be listed and Par. 3 is continued on a "Rezoning Attachment to Par. 3" form.

4. That the information contained in this affidavit is complete, that all partnerships, corporations, and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land have been listed and broken down, and that prior to each and every public hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including business or financial relationships of the type described in Paragraph 3 above, that arise on or after the date of this application.

WITNESS the following signature:

(check one)

[] Applicant

[x] Applicant's Authorized Agent

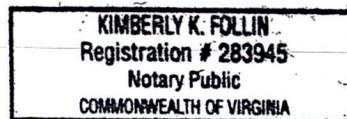
Lynne J. Strobel, attorney/agent

(type or print first name, middle initial, last name, and title of signee)

Subscribed and sworn to before me this 4 day of January, 2011, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2011





Lynne J. Strobel
 (703) 528-4700 Ext. 5418
lstrobel@arl.thelandlawyers.com

WALSH COLUCCI
 LUBELEY EMRICH
 & WALSH PC

July 30, 2010

RECEIVED
 Department of Planning & Zoning

AUG 03 2010

Zoning Evaluation Division

Via Hand Delivery

Regina C. Coyle, Director
 Fairfax County Department of Planning & Zoning
 Zoning Evaluation Division
 12055 Government Center Parkway, Suite 801
 Fairfax, Virginia 22035

Re: Proposed Rezoning
 Fairfax County Tax Map Reference: 80-4 ((9)) 4, 5 and 6
 Applicant: WPPI Springfield HS, LLC

Dear Ms. Coyle:

Please accept this letter as a statement of justification for the rezoning of approximately 1.63 acres identified among the Fairfax County tax assessment records as 80-4 ((9)) 4, 5 and 6 (the "Subject Property") from the C-6 District to the PDC District.

The Applicant is the contract purchaser of the Subject Property, which is located in the northwest quadrant of Old Keene Mill Road and Amherst Avenue in the Springfield Commercial Revitalization District. The Subject Property was formerly developed as a restaurant that has been substantially demolished. Concrete and debris remain on the Subject Property, but the site is presently vacant. The Applicant proposes to develop the Subject Property with a hotel containing approximately 167 rooms.

The Subject Property is located within Land Unit C of the Franconia-Springfield Area within the Area IV Comprehensive Plan (the "Plan"). The Plan was amended as part of the BRAC-Related Annual Plans Review (APR) Process. An APR nomination was submitted on the Subject Property to permit a hotel option. Subsequent to favorable community and staff review, the nomination was adopted by the Board of Supervisors last year, and the current Plan recommendations for the Subject Property include office use with support retail up to a .5 FAR with an option for hotel use up to 110,000 square feet. The Plan text includes several development conditions associated with the hotel option that the Applicant will meet with its proposal. These conditions include providing access to Bland Street and interparcel access to the property to the west; streetscape amenities; efforts to minimize the amount of impervious surface; and transportation contributions. The Applicant has been able to design a development plan that incorporates a majority of these conditions. Remaining conditions will be addressed with the submission of proffers during the rezoning process.

The Applicant has designed an extended stay type hotel that will be convenient for business travelers. Given its location, it is anticipated that the hotel will primarily serve

PHONE 703 528 4700 | FAX 703 525 3197 | WWW.THELANDLAWYERS.COM
 COURTHOUSE PLAZA | 2200 CLARENDON BLVD., THIRTEENTH FLOOR | ARLINGTON, VA 22201-3359

LOUDOUN OFFICE 703 737 3633 | PRINCE WILLIAM OFFICE 703 680 4664

ATTORNEYS AT LAW

July 30, 2010

Page 2

individuals supporting Fort Belvoir, the National Geospatial Agency and the Washington Headquarters Command. The proximity of the completed interchange at Interstates 395, 95 and 495, as well as the Joseph Alexander Transit Station, makes the Subject Property an ideal location for government contactors and other support personnel. The individual hotel rooms will include a work station and other amenities for the guests. On site amenities will include a breakfast service, an exercise room and a pool. As the clientele will be primarily business travelers, the hotel will include a meeting room, but not a conference center.

The proposed hotel will contain approximately 120,000 gross square feet in six (6) stories, which will provide needed visibility given the Subject Property's proximity to the Amherst Avenue Bridge. Parking will be primarily provided in a garage located at the rear of the Subject Property. The construction will utilize existing grades so that the garage will include a half story below grade and two (2) stories above grade. Approximately 134 parking spaces will be located in the garage, with an additional eleven (11) surface parking spaces provided. Access to the Subject Property will include a right-in, right-out at Old Keene Mill Road, which is the same access utilized by the former restaurant. In addition, interparcel access is provided to Bland Street that will allow guests to easily access points south and east. Interparcel access is also provided to the adjoining property to the west.

The hotel will be designed with four-sided architecture to ensure an attractive façade adjacent to Old Keene Mill Road. The building design is intended to be contemporary with an urban character. Exterior materials will primarily include masonry and synthetic stucco. Patrons coming to the hotel will turn into an interior courtyard with short term parking for registration. The courtyard will include decorative pavers, hardscape and landscaping to create an inviting appearance. The courtyard will access the hotel lobby and will include a covered drop-off area for guests. Currently, the Subject Property is largely comprised of impervious surface. The proposed hotel layout consolidates open space with plantings around the perimeter of the Subject Property and within the courtyard area. Stormwater management will be provided through the use of stormwater detention vaults located under the travelways and/or within the garage. The stormwater management facilities will be privately maintained. A streetscape will be provided along Old Keene Mill Road that closely follows the recommendations of the Plan. The streetscape will consist of a planting strip with shrubs and seasonal plantings that will border an eight (8) foot wide sidewalk with benches.

The proposed hotel has been located in proximity to Old Keene Mill Road to create an urban edge. This design is consistent with the goals and objectives for the revitalization of downtown Springfield. A hotel is an appropriate use to introduce to an area that already includes a number of services. Hotel patrons will be able to walk to eating establishments located in proximity to the Subject Property and also to retail shopping areas. The hotel use has the additional benefit of minimizing impacts on traffic. Hotels generate traffic during off peak travel times as evidenced by the fact that a VDOT 527 traffic impact analysis is not required with this application.

The Applicant's proposal is in conformance with the Plan and represents an opportunity to redevelop a currently unattractive vacant parcel that is located in downtown Springfield.

July 30, 2010
Page 3

Springfield is in need of revitalization and a hotel will assist in that objective without burdening the road network or existing infrastructure.

Should you have any questions regarding this proposal, or require additional information, please do not hesitate to contact me. I would appreciate the acceptance of this application at your earliest convenience and the scheduling of hearing dates before the Planning Commission and Board of Supervisors.

Very truly yours,

WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.


Lynne J. Strobel

LJS/kae

cc: Rich Parks
Robert Hale
Robert Mannon
Eric Siegel
Bob Brown
John Stone
Robin Antonucci
Martin D. Walsh

{A0198216.DOC / 1 Statement of Justification 006762 000006}



County of Fairfax, Virginia

MEMORANDUM

DATE December 21, 2010

TO: Barbara C. Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief *PAN*
Environment and Development Review Branch, DPZ

SUBJECT: Land Use Analysis: RZ/FDP 2010-LE-013

The memorandum, prepared by Jennifer Bonnette, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Rezoning and Final Development Plan application dated July 29, 2010 as revised through November 17, 2010, and latest proffers dated November 17, 2010. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested.

DESCRIPTION OF THE APPLICATION

The applicant, WPPI Springfield HS, LLC, seeks to rezone three contiguous parcels totaling 1.63 acres located in the Springfield Community Business Center from C-6 to PDC (Planned Development Commercial) in order to construct a 120,000 square foot, 167 room extended-stay hotel. The subject property was developed formerly with a restaurant, but it is vacant currently. The hotel is proposed to be 81 feet tall (6 stories) and have a 1.68 floor area ratio (FAR). The site is located in a Commercial Revitalization District (CRD) and a 20 percent parking reduction is requested. A majority of the parking will be located in a 25 foot tall parking structure (one half story below grade and two stories above grade) behind the building.

The property is subject to concurrent Plan Amendment S10-IV-FS1 which considers amending the Fairfax County Comprehensive Plan to recommend an increase in the maximum intensity on the site from 110,000 to 120,000 square feet for hotel use.

LOCATION AND CHARACTER OF THE AREA

The subject property is located on the north side of Old Keene Mill Road between Bland Street to the west and Amherst Avenue to the east, near 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. Immediately to the east of the site is the American Legion Bridge

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/



on Amherst Avenue, and beyond that an extended-stay hotel, the Marriott Residence Inn. Parcels to the north are developed with retail uses, including a bank and office supply store. To the south across Old Keene Mill Road are a gas station, medical office building, and commuter parking lot. To the west is a vacant property with a site plan to develop a retail building. All of the surrounding properties are planned and zoned for mixed use development and retail.

COMPREHENSIVE PLAN CITATIONS:

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through September 28, 2010, on page 39, the Plan states:

“Land Unit C

Land Unit C is located west of Amherst Avenue, north of Old Keene Mill Road and south and east of Bland Street. The land unit is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. High-quality architecture, landscape design, and pedestrian amenities should be provided. Shared parking is encouraged and should be shielded from view within the site.

As an option, Tax Map Parcels 80-4((9))4, 5 and 6 may be appropriate for hotel use up to 110,000 square feet. Access should be provided from Bland Street and an inter-parcel access should be provided to the parcel to the west (Tax Map Parcel 80-3((1)) 9). Redevelopment 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, redevelopment is encouraged to meet the development criteria in the Overview section of this plan, recognizing that a hotel use may not have display windows or ground-floor retail use. The effects of impervious surface should be offset through mitigation measures, which may include the installation of rooftop vegetation and/or rain gardens. Particular attention should be paid to mitigating the need for urban parks and recreational facilities and shielding telecommunication facilities as stated in the Overview section as well as the Policy Plan guidance. Redevelopment also should accommodate, to the extent possible, and contribute to a pedestrian bridge that would facilitate the safe crossing of Old Keene Mill Road for transit users. Redevelopment should contribute to transportation improvements (i.e., road fund) and provide a shuttle service to the Joe Alexander Transportation Center and other nearby locations. Redevelopment also should participate in the future circulator system’s management and operation, as described in the Overview section.”

COMPREHENSIVE PLAN MAP: Mixed Use

LAND USE ANALYSIS

The application property is located in Land Unit C of the Springfield Community Business Center (CBC) which is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. The applicant is pursuing the Comprehensive Plan option for the subject property which recommends hotel use up to 110,000 square feet. The Plan recommends conditions for this option related to streetscape and urban design enhancements, urban parks and recreation, access, and contributions to a road club, pedestrian bridge, and a circulator service. This option was added to the Plan as part of the Base Realignment and Closure Area Plans Review (BRAC APR) process, reviewed as BRAC APR nomination 08-IV-4FS, adopted August 3, 2009.

Intensity The proposed development intensity of 120,000 square feet exceeds the Comprehensive Plan's recommended intensity of 110,000 square feet. Plan Amendment S10-IV-FS1 was authorized on October 19, 2010 to consider increasing the recommended building size in the Plan option by 10,000 square feet to 120,000 square feet. The Plan Amendment is scheduled for public hearings before the Planning Commission on February 3, 2011 and the Board of Supervisors on February 8, 2011.

The Plan's hotel option at the maximum intensity is contingent upon a number of enhancements appropriate for a gateway site in the Springfield CBC. As currently proposed, this application has not met the Plan guidance. Additional issues with this application are described below.

This issue is outstanding.

Vehicular Access Existing access to the site includes one access point from Old Keene Mill Road, a point along the western boundary near Old Keene Mill Road to the vacant parcel to the west, and from the office supply store to the north. The applicant proposes to maintain all of the existing access points. Both the northern and western access points proposed will address the Plan recommendation to provide access from Bland Street via adjacent parcels. The access to Old Keene Mill Road will continue to function as a right in/right out only access point. It is recommended that an access easement be provided along the entire length of the western boundary of the subject property to allow for the relocation of the proposed access point with potential redevelopment of the adjacent site in the future.

This issue is outstanding.

Streetscaping The Comprehensive Plan recommends that maximum intensity be contingent upon enhanced streetscape amenities that create a focal point and gateway to the community business center. The Plan's Franconia-Springfield Area Urban Design & Streetscape Guidance provides more specific recommendations. The applicant has proposed to provide a minimum eight foot wide brick sidewalk along the proposed hotel's Old Keene Mill Road frontage which will replace the existing four foot wide sidewalk. The sidewalk design should match the

design on the adjacent Marriott hotel site. Evergreen shrubs are proposed in the building zone and several shade trees are proposed within the existing right-of-way in the landscape strip along the street pending approval from the Virginia Department of Transportation (VDOT). If VDOT does not approve the shade trees shown, it is recommended that shrubs and other vegetation be provided. In addition, it is recommended that the applicant enhance the streetscape with benches, streetlights and trash cans. Moreover, the crosswalk at the site entrance from Old Keene Mill Road should be demarcated through either painting, brick paving/stamping or elevation.

This issue is outstanding.

Architecture and Urban Design The development plan depicts a hotel with a site design that is urban in nature. Two hotel entrances fronting on Old Keene Mill Road that the applicant has proffered to include elements such as awnings and windows to promote a “retail” image. The Plan guidance encourages high quality architecture. Elevations have been provided for three sides of the development. The hotel’s façade should be improved with some enhancements, through building materials and signage and/or public art. As the planned pedestrian bridge and the American Legion Bridge will align with the upper floors of the hotel on either side of the south façade of the building, the corners of the building present an opportunity for visual interest, such as distinctive architectural features or public art.

The applicant should provide elevations for the north side of the development and information about vehicular circulation at the rear of the site including within the parking structure. Staff is concerned that the current location of the parking garage entrance will lead to potential pedestrian-vehicular conflicts. More information about how the loading area will work is requested as well.

The applicant has committed to install a “green wall” on metal cables along the south side of the parking structure that will consist of ivy or other plant material, to reduce the visual impact of the parking structure. It is recommended that the applicant expand the “green wall” to the western side of the parking structure as well.

Additionally, the applicant has proffered to install a fence and gate to block access to the area between the hotel and the American Legion Bridge. A portion of this area is offsite and within the right-of-way. The applicant should seek permission to install the fence and gate within this area in order to keep this area safe, and depict the fence and gate on the development plan.

This issue is outstanding.

Signage The Comprehensive Plan recommends signage with uniform elements be installed to create a “visitor friendly” environment and provide directional information. The signs should be highly visible, well-lighted and safe. The subject property is located in one of the gateway areas of the Springfield CBC. Given the restricted vehicular circulation to the property from Old Keene Mill Road and its location in the CBC, the applicant should provide directional

signage to ease access to the site and inform hotel guests of nearby attractions and venues. As such, the applicant should consider incorporating signage or public art to signify the arrival to the CBC. For example, when the planned pedestrian bridge across Old Keene Mill Road is constructed, public art could be a distinguishing feature incorporated into the bridge design.

This issue is outstanding.

Pedestrian Bridge The Comprehensive Plan recommends that the hotel “should accommodate, to the extent possible, and contribute to a pedestrian bridge that would facilitate the safe crossing of Old Keene Mill Road for transit users.” The applicant has proffered to escrow \$10,000 at the time of site plan approval for the construction of a pedestrian bridge in proximity to the subject property. In addition, the applicant will provide an easement, if necessary, for a future landing of the pedestrian crossing on the site. The escrow will be returned if the bridge has not been constructed within five years of the approval of the rezoning application.

It is recommended that the applicant show how a pedestrian bridge could potentially connect to the proposed hotel. In addition, to meet the intent of the Plan, the amount of the escrow should be increased to a level agreeable to the County and the time limitation should be eliminated.

This issue is outstanding.

Urban Parks and Recreation In response to the Plan recommendation to mitigate the need for urban parks and recreational facilities, the applicant has proffered to escrow \$10,000 to the Fairfax County Park Authority at the time of site plan to be used to integrate public recreation facilities into the planned commuter parking facility on the south side of Old Keene Mill Road. The escrow would be returned if the facilities are not constructed within five years of the approval of the subject rezoning application. Additionally, the applicant has indicated that an exercise room and pool are proposed, but no details are shown on the development plan and no proffer commitment has been made. The applicant’s commitment falls short of the Plan’s intent for a hotel use to contribute to the recreational needs of the CBC. The applicant is strongly encouraged to increase the amount of the escrow and eliminate the time limitation.

This issue is outstanding.

Parking The Comprehensive Plan encourages shared parking and that it should be shielded from view within the site. The applicant is pursuing a 20 percent parking reduction. The parking structure is located to the rear and side of the hotel and is shielded from view from the two fronting streets, Old Keene Mill Road and Amherst Avenue.

This issue is resolved.

Transportation The Plan recommends that the applicant contribute to the road fund, provide a shuttle service to the Joe Alexander Transportation Center and other nearby locations, and participate in a future circulator system.

The applicant has committed to a number of transportation demand management strategies, including coordinating with other services to provide shuttle services for both hotel guests and employees to the Joe Alexander Transportation Center during AM and PM peak hours. The applicant will participate in efforts to establish a regional bus circulator system and has committed \$5,000. If the circulator is established within five years of the approval of this rezoning application, the applicant will contribute up to \$3,000 per year to its operation. The applicant has agreed to contribute to the existing circulator service in the Franconia-Springfield, however no commitment to the road fund has been made.

The adequacy of the transportation improvements will be subject to review and approval by Fairfax County Department of Transportation.

The Comprehensive Plan option to develop a hotel at the maximum intensity is contingent upon a number of recommendations. For the reasons discussed above, staff concludes that the requested rezoning, as currently proposed, raises significant land use issues and is not in conformance with the Plan.

PGN: JRB

Additional Comprehensive Plan guidance concerning the Franconia-Springfield Area can be found at the following web link:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/franconiaspring.pdf>.



County of Fairfax, Virginia

MEMORANDUM

DATE: December 15, 2010

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief *PAN*
Environment and Development Review Branch, DPZ

SUBJECT: Environmental Assessment: RZ 2010-LE-013, WPPI Springfield HS, LLC

This memorandum, prepared by Mary Ann Welton, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject rezoning application for this property and the revised Conceptual Final Development Plan (CDF/FDP) and draft proffer statement dated, November 17, 2010. Possible solutions to remedy identified issues are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are in harmony with Plan policies.

COMPREHENSIVE PLAN CITATIONS:

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, Franconia Springfield Areawide Recommendations, as amended through September 28, 2010 on page 32, the Plan states:

“Sustainability

As the Franconia-Springfield Area evolves into a multi-modal, mixed-use place, long-term sustainability will be a key consideration in evaluating redevelopment. By employing sustainability in planning and design, the Franconia-Springfield Area should promote increased quality of life for the public and improve the quality of natural resources. The Policy Plan’s Environment section provides guidance for green building practices and standards applicable to Community Business Centers and Transit Station Areas. Redevelopment in the Franconia-Springfield Area should include sustainable practices in accordance with the Environment section of the Policy Plan guidance, such as the achievement of the U.S. Green Building Council’s

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/



Leadership in Energy and Environmental Design (LEED) certification or equivalent third-party certification. Considerations for sustainable practices may include:

- *Low Impact Development Stormwater Techniques* - Innovative stormwater management techniques should be utilized, which may include retention and detention, infiltration measures, or other means to reduce the impacts of stormwater run-off. These techniques should exceed the requirements for the baseline level in the areas of stormwater management and should complement other green and sustainable features within this redevelopment.
- *Site Design and Construction* - New and renovated buildings should be designed to minimize impacts to the environment, incorporating solar orientation for heating and cooling, on-site renewable energy production, low energy lighting fixtures, green roofs, and the use of recycled materials during construction. Wastewater should be reused on site where possible.”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, Franconia Springfield Area Land Use Recommendations, as amended through September 28, 2010 on page 39, the Plan states:

“Land Unit C

Land Unit C is located west of Amherst Avenue, north of Old Keene Mill Road and south and east of Bland Street. The land unit is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. High-quality architecture, landscape design, and pedestrian amenities should be provided. Shared parking is encouraged and should be shielded from view within the site.

As an option, Tax Map Parcels 80-4((9)) 4, 5 and 6 may be appropriate for hotel use up to 110,000 square feet. Access should be provided from Bland Street and an inter-parcel access should be provided to the parcel to the west (Tax Map Parcel 80-3((1)) 9). Redevelopment 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, redevelopment is encouraged to meet the development criteria in the Overview section of this plan, recognizing that a hotel use may not have display windows or ground-floor retail use. The effects of impervious surface should be offset through mitigation measures, which may include the installation of rooftop vegetation and/or rain gardens. Particular attention should be paid to mitigating the need for urban parks and recreational facilities and shielding telecommunication facilities as stated in the Overview section as well as the Policy Plan guidance. Redevelopment also should accommodate, to the extent possible, and contribute to a pedestrian bridge that would facilitate the safe crossing of Old Keene Mill Road for transit users. Redevelopment should contribute to transportation improvements (i.e., road fund) and provide a shuttle service to the Joe Alexander Transportation Center and other nearby locations.

Redevelopment also should participate in the future circulator system's management and operation, as described in the Overview section."

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on pages 7-9, the Plan states:

- “Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.**
- Policy a. Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the County's best management practice (BMP) requirements. . . .
- Policy j. Regulate land use activities to protect surface and groundwater resources.
- Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques. . . .
- Policy n. Optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals. . . .”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on page 10, the Plan states:

- “Objective 3: Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.**
- Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance. . . .”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on pages 11 and 12, the Plan states:

- “Objective 4: Minimize human exposure to unhealthful levels of transportation generated noise.**
- Policy a: Regulate new development to ensure that people are protected from unhealthful levels of transportation noise. . . .

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. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA.”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on page 18, the Plan states:

“Objective 10: Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.

Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on pages 19-21, the Plan states:

“Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.

Policy a. Consistent with other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices can include, but are not limited to:

- Environmentally-sensitive siting and construction of development
- Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the *Policy Plan*)
- Optimization of energy performance of structures/energy-efficient design
- Use of renewable energy resources
- Use of energy efficient appliances, heating/cooling systems, lighting and/or other products
- Application of water conservation techniques such as water efficient landscaping and innovative wastewater technologies

- Reuse of existing building materials for redevelopment projects
- Recycling/salvage of non-hazardous construction, demolition, and land clearing debris
- Use of recycled and rapidly renewable building materials
- Use of building materials and products that originate from nearby sources
- Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials.

Encourage commitments to implementation of green building practices through certification under established green building rating systems (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED[®]) program or other comparable programs with third party certification). Encourage commitments to the attainment of the ENERGY STAR[®] rating where applicable and to ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs. . . .

Policy b. Ensure that zoning proposals for nonresidential development and zoning proposals for multifamily residential development of four or more stories within the Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas as identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification through the LEED program or its equivalent, where applicable, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;
- Development involving a change in use from what would be allowed as a permitted use under existing zoning;
- Development at the Overlay Level; or
- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development

potential and the maximum Plan intensity to constitute the high end of the range. . . .

- Policy d. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county's environmental initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.
- Policy e. Encourage energy conservation through the provision of measures which support nonmotorized transportation, such as the provision of showers and lockers for employees and the provision of bicycle parking facilities for employment, retail and multifamily residential uses."

ENVIRONMENTAL ANALYSIS

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed development. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions.

This application seeks approval of a rezoning from the C-6 (Community Retail Commercial) zoning district to the PDC (Planned Development Commercial) zoning district to allow for the development of a 6-story, 167 room hotel and a 2-story parking structure located on the northwest corner of the intersection of Old Keene Mill Road and Amherst Avenue in the Springfield Community Business Center (CBC). The subject property was the site of a freestanding restaurant which has been demolished. Broken concrete, surface parking and a small amount of parking lot landscaping remain.

Stormwater Management/Best Management Practices (SWM/BMP): The 1.63 acre subject property, predominantly characterized by impervious surface, is located in the Accotink Creek watershed. The best management practice narrative on Sheet 8 of the development plan indicates that site is not currently served by best management practice facilities, and that the proposed redevelopment will meet a 12.1% phosphorous removal requirement due to a 1.8% increase in the proposed imperviousness from the previous development. Three filterra are proposed on the western edge of the proposed hotel development adjacent to the courtyard entrance. The narrative on Sheet 9 indicates that stormwater detention will be captured onsite by two vaults – one located in the drive aisle near the building and another vault located somewhere on the roof to capture rooftop runoff.

As noted previously, the Comprehensive Plan guidance regarding stormwater management for the Franconia Springfield area as well as for the specific site states:

“Low Impact Development Stormwater Techniques - Innovative stormwater management techniques should be utilized, which may include retention and detention, infiltration measures, or other means to reduce the impacts of stormwater run-off. These techniques should exceed the requirements for the baseline level in the areas of stormwater management and should complement other green and sustainable features within this redevelopment.”

“Redevelopment should be considered for this intensity (110,000 sq. ft.) only if enhanced streetscape amenities that create a focal point and gateway to the CBC are provided. . . . The effects of impervious surface should be offset through mitigation measures, which may include the installation of rooftop vegetation and/or rain gardens. . . .”

Given this Plan guidance, staff recommends that the applicant commit to specific low impact development measures such as a rooftop vegetation and/or rain gardens that would supplement meeting minimum stormwater management control requirements. This would also support the Policy Plan recommendation that stormwater management and water quality controls and practices be optimized for redevelopment consistent with revitalization goals. Low impact development measures on the subject property should provide stormwater management control benefit as well as an aesthetic benefit in offsetting the visual effects of impervious surface and associated runoff. As currently proposed, neither the development plan nor the proffers commit to the installation of rooftop vegetation and/or rain gardens as recommended by the Plan. The draft proffer, dated November 17, 2010, on stormwater management/best management practices includes a statement that the applicant will implement low impact development techniques, such as but not limited to permeable paving and tree box filters on the subject property to the extent possible. Thus, these low impact development measures may not be provided. This issue remains unresolved.

Transportation Generated Noise: The subject property is located on the northwest corner of intersection of Old Keene Mill Road and Amherst Avenue. The proposed hotel will be located within 92' of the centerline of Old Keene Mill Road (Route 644) and within approximately 70' of the centerline of Amherst Avenue (bridge). The proposed hotel structure will be impacted by traffic noise from these roads. Like residential development, hotels are noise sensitive uses.

Staff is not aware that a noise analysis has been performed for the subject application. The draft proffer currently commits to meeting an interior noise level of 45 decibels if the transportation generated noise level exceeds 65 dBA, but the current noise levels for the site are not known. The applicant should commit to conducting a noise study. The noise study should identify ground level and upper level noise levels based upon existing and projected traffic volumes (to 20 years from the current timeline) and specify structural and building materials mitigation measures. The noise study should be reviewed and approved by the Department of Public Works and Environmental Services and the Department of Planning and Zoning at site plan review. This issue remains unresolved.

Green Building: The Policy Plan includes guidance in support of the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects.

The applicant is seeking to develop a hotel under the Comprehensive Plan's optional use in the Springfield CBC. The Policy Plan recommends that such developments which are pursuing development under a Plan's optional use located in specially designated areas such as the Springfield CBC attain basic Leadership in Energy and Environmental Design (LEED) certification through the U.S. Green Building Council or other comparable program with third party certification. The applicant has failed to conform to this Comprehensive Plan policy because there is no commitment for LEED certification or equivalent program with third party certification.

In the draft proffers dated, November 17, 2010, Proffer 6 states that "the Applicant shall make all reasonable efforts to attain LEED certification pursuant to the 2009 LEED guidelines." According to this proffer, the applicant is simply obligated to try but not required to obtain LEED certification or relinquish a green building escrow if LEED certification is not obtained. This draft proffer, as currently proposed, significantly deviates from other standard green building commitments that the county has received for developments expected under Plan guidance to be LEED certified or the equivalent. Since the adoption of the Policy Plan amendment in support of green building certification in December, 2007, through the development review process it is standard practice for the applicant to commit to the posting of a green building escrow (usually \$2.00 per square feet for a large building) for a building targeted to achieve basic LEED certification. The escrow is released when the applicant provides documentation of the attainment of LEED certification from the USGBC. In the event that the applicant is unable to achieve LEED certification, the escrow is released and posted to a Fairfax County budget fund supporting environmental initiatives. Without a green building escrow there may not be an incentive for the applicant to achieve LEED certification for a building.

The draft proffers indicate that use of 2009 LEED guidelines in providing a LEED "scorecard" that lists anticipated credits. USGBC continuously reviews and updates its rating systems to be current with green building practices. 2009 LEED guidelines may not be current at the time of site plan for the hotel building. To avoid this potential problem, the draft proffers should be revised to refer to the "most current version" of the LEED rating system instead of identifying a specific version. The draft proffers should also be revised to identify the specific LEED rating system to be used such as New Construction or Core and Shell because not all LEED rating systems in staff's view meets the intent of the Comprehensive Plan's green building policy.

In summary, the current draft proffer is not in conformance with the Comprehensive Plan's green building policy. To be in conformance with the Comprehensive Plan, the draft proffer should be revised to commit to LEED certification under the most current version of New Construction or Core and Shell rating system or an equivalent third party program. The proffer should also include a green building escrow at \$240,000 (which is equivalent to \$2.00 per

square feet of building). This issue remains unresolved. In support of the attainment of LEED for the hotel building, the applicant is encouraged to:

- Retain a LEED AP who is a professional engineer or architect licensed to practice in the Commonwealth of Virginia and will be a part of the project's design and construction team;
- Include a list of specific credits within the most current version of a LEED rating system as part of the site plan and building plan submission; and
- Retain a professional engineer or architect licensed to practice in the Commonwealth of Virginia who will provide certification statements both at the time of site plan and building plan reviews confirming that the items on the list will meet at least the minimum number of points necessary to attain LEED certification of the project.

In order to ensure the long term viability of the green building measures, the applicant is encouraged to retain a LEED AP who will prepare a green buildings user's manual. The user's manual at a minimum should:

- Provide a narrative description of each green building component, including a description of the environmental benefits of that component and including information regarding the importance of maintenance and operation in retaining the attributes of a green building;
- Provide, where applicable, product manufacturer's manuals or other instructions regarding operations and maintenance needs for each green building component, including operational practices that can enhance energy and water conservation;
- Provide, as applicable, either or both of the following: (1) a maintenance staff notification process for improperly functioning equipment; or (2) a list of local service providers that offer regularly scheduled service and maintenance contracts to assure proper performance of green building-related equipment and the structure, to include, where applicable, the HVAC system, water heating equipment, water conservation features, sealants, and caulks; and
- Provide contact information that the building owner can use to obtain further guidance on each green building component.

COUNTYWIDE TRAILS MAP

The Countywide Trails Plan depicts major paved trails which are defined as asphalt or concrete, 8 feet or more in width along Old Keene Mill Road and Amherst Avenue near the subject property. The Countywide Trails Plan does not specify the side of the road for these planned trails which are located in the Lee Supervisor District. General note 3 on the

Barbara Berlin
RZ 2010-LE-013
Page 10

development plan indicates that the applicant will be responsible for providing the 8 foot wide trail along Old Keene Mill Road.

PGN: MAW



County of Fairfax, Virginia

MEMORANDUM

DATE: January 20, 2011

TO: Barbara Berlin, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Angela Kadar Rodeheaver, Chief 
Site Analysis Section
Department of Transportation

FILE: 3-4 (RZ 2010-LE-013)

SUBJECT: Transportation Impact

REFERENCE: RZ 2010-LE-013; FDP 2010-LE-013; WPPI Springfield (Hotel) HS, LLC
Traffic Zone: 1496
Land Identification Map: 80-4 ((09)) 4, 5, 6

Transmitted herewith are comments of the Department of Transportation with respect to the referenced application. These comments are based on the revised plan dated January 18, 2011, and revised proffers dated January 18, 2011. The applicant proposes to rezone the subject 1.63 acre property from the C-6 District to the PDC District in order to construct a six story, 120,000 sq-ft. hotel (167 rooms) at a 1.68 FAR in the Springfield Revitalization District.

While the revised transportation-related proffers and modifications to the development plan reflect a more positive attempt by the applicant to address the transportation issues than previous drafts, the proposed level of commitment to transportation improvements continues to be inadequate in addressing the site-specific transportation elements envisioned in the County's Comprehensive Plan for the site as excerpted below:

"As an option, Tax Map Parcels 80-4((9)) 4, 5 and 6 may be appropriate for hotel use up to 110,000 square feet. Redevelopment also should accommodate, to the extent possible, and contribute to a pedestrian bridge that would facilitate the safe crossing of Old Keene Mill Road for transit users. Redevelopment should contribute to transportation improvements (i.e., road fund) and provide a shuttle service to the Joe Alexander Transportation Center and other nearby locations. Redevelopment also should participate in the future circulator system's management and operation"

Each of the site-specific transportation elements are discussed below:

Accommodation and Contribution to Pedestrian Bridge / Facilitation of Safe Pedestrian Crossing of Old Keene Mill Road

The proposed touchdown easement, as shown on Sheet 5 of the development plan is inadequate in size and function to accommodate a future touchdown for the planned pedestrian bridge over Old Keene Mill Road and therefore is of little or no value in addressing the Comprehensive Plan guidance. Further, the suggested proffer commitment of \$10,000 to the planned bridge does not meaningfully advance the anticipated \$3.5 million (total project estimate including design, land acquisition, and construction) pedestrian bridge project. Nor would the suggested proffer commitment address even short-term pedestrian safety measures that could be implemented in the vicinity of the site to facilitate

a safer crossing of Old Keene Mill Road. For example, one such pedestrian safety improvement suggested in the Springfield Connectivity Study at the adjacent Spring Road and Old Keene Mill Road intersection includes pedestrian crosswalk enhancements, new pedestrian signals, improved pedestrian ramps, reconfiguration of the traffic signal heads, and landscaping, at a total estimated cost of \$150,000.

Contribution to Transportation Improvements

Separate from the referenced draft proffer of \$10,000 to the pedestrian bridge, the applicant has made no other commitments to fund transportation improvements to offset the impacts of the proposed development on the surrounding multi-modal transportation network as called out in the Comprehensive Plan guidance for the property.

Provision of Transit Service to the Transportation Center and Other Nearby Locations and Participation in the Future Circulator System's Management and Operation

The applicant's proffer of an initial \$5,000 contribution and a negotiated annual pro-rata amount of up to \$3,000 annually to a regional bus system circulator is not meaningful or realistic in light of the significant operating costs of such a circulator system and the importance of such a system in handling the future travel needs associated with the redevelopment of this property and others in the vicinity.

Transit, pedestrian, and bicycle connectivity are major elements of the recommended transportation guidance for redeveloping the Franconia-Springfield Area. Access to the area through these means needs to be maximized to support the Comprehensive Plan recommended land use concept and achieve the optimal densities and mix of uses. Therefore, it is strongly recommended that the applicant re-evaluate the submitted proffer commitments, particularly those currently numbered 10c and 10d, to more substantively address the site-specific Comprehensive Plan transportation recommendations outlined above and to provide a meaningful contribution towards the construction or implementation of necessary multi-modal transportation improvements to offset the transportation impacts of the proposed development. Consolidation of the value of the proffer commitments should be considered. Without a substantial increase in the overall proposed contribution or other measures to address these transportation elements, this department does not believe the intent of the Comprehensive Plan language has been met.

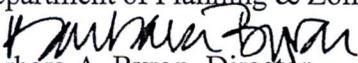


County of Fairfax, Virginia

MEMORANDUM

DATE: January 21, 2011

TO: Barbara Berlin, Director,
Zoning Evaluation Division
Department of Planning & Zoning

FROM: 
Barbara A. Byron, Director
Office of Community Revitalization and Reinvestment

SUBJECT: Comments on RZ/FDP 2010-LE-013 (WPPI Springfield Hotel)

The Office of Community Revitalization and Reinvestment (OCRR) has reviewed the above referenced RZ/FDP application marked "Received" by the Department of Planning and Zoning on January 18, 2011. The following comments and analysis are offered for consideration.

Background:

The applicant proposes to rezone 1.63 acres from C-6 to PDC to develop a 120,000 sq.ft. six (6) story structure with a maximum height of 81'. The structure would house an extended-stay hotel use, with access provided directly from Old Keene Mill Road (Rt. 644) and interparcel access routes to the north and west to Bland Street (Rt. 1155). The applicant has also asked for a 20% parking reduction, waiver to reduce the number of loading spaces, and waiver of minimum yard requirements.

OCRR Comments:

The application submitted has been significantly modified to address comments previously provided by OCRR. The applicant has made improvements to the building design, pedestrian circulation and proposed streetscape. All of the modifications assist the proposed structure in helping to transform the site into a land use and location that enhances the Springfield Commercial Revitalization District.

CC: St. Clair Williams, Senior Staff Coordinator, DPZ/ZED
Scott Sizer, Revitalization Program Manager, OCRR
OCRR File



Office of Community Revitalization and Reinvestment
12055 Government Center Parkway, Suite 1048
Fairfax, VA 22035
703-324-9300, TTY 711
www.fcerevit.org

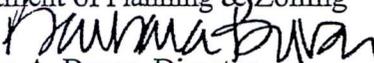


County of Fairfax, Virginia

MEMORANDUM

DATE: November 5, 2010

TO: Regina Coyle, Director,
Zoning Evaluation Division
Department of Planning & Zoning

FROM: 
Barbara A. Byron, Director
Office of Community Revitalization and Reinvestment

SUBJECT: Preliminary Comments on RZ/FDP 2010-LE-013 (WPPI Springfield Hotel)

The Office of Community Revitalization and Reinvestment (OCRR) has reviewed the above referenced RZ/FDP application marked "Received" by the Department of Planning and Zoning on September 2, 2010. The following comments and analysis are offered for consideration.

Background:

The applicant proposes to rezone 1.63 acres from C-6 to PDC to develop a 120,000 sq.ft. six (6) story structure with a maximum height of 81'. The structure would house an extended-stay hotel use, with access provided directly from Old Keene Mill Road (Rt. 644) and interparcel access routes to the north and west to Bland Street (Rt. 1155). The applicant has also asked for a 20% parking reduction, waiver to reduce the number of loading spaces, and waiver of minimum yard requirements.

Preliminary OCRR Comments:

The comments provided below are preliminary and subject to revision as additional plan revisions are made:

Building Design

The application has not provided any architectural perspectives, building elevation details, or illustrative graphics. The lack of illustrative graphics makes it difficult to evaluate the application against the Urban Design and Streetscape Guidelines in the Franconia Springfield Area Area-wide Recommendations.

When these requested illustrations are provided, OCRR will be focused on the following elements of the guidelines:



Access between these two interparcel points, as well as into the structure and proposed parking garage is along a 24' service drive.

OCRR recommends:

- Converting the internal service drive to a one-way travel aisle. Access from Old Keene Mill Road should be changed to a right-in only. All traffic would exit the site to the north.
This conversion would eliminate right hand turns from the site onto Old Keene Mill west bound. This is a potentially dangerous turn as vehicles must move from the entrance to the 2nd lane over prior to the closest lane ending at Bland Street. The conversion would also allow for the travel aisle to be reduced in width to 12-18' in width, allowing for improved landscaping and pedestrian circulation within the site.
- The design of the northwestern portion of the site creates potential traffic conflicts. There are a variety of traffic movements occurring within the constrained area. These include; entrance and exit point for the parking garage, the loading space, dumpster pad, a pedestrian crossing, and the traffic flow through this area is moving at approximately a 45-degree angle.
These potential traffic conflicts could be reduced by converting the service drive to one-way traffic flow and by a redesign that deletes a few parking spaces in order to align the travel ways.

Parking

The applicant has applied for the parking reduction permitted within the Springfield CRD. This 20% reduction modifies the parking requirement from 181 spaces to 145 spaces. In addition, the applicant is requesting to reduce the number of loading spaces from two to one. Of the 145 parking spaces provided, 11 are in surface parking and 134 are located in an attached parking garage. The parking garage is proposed as a two level structure with a maximum height of 25'.

OCRR recommends moving four (4) to eight (8) of the surface parking spaces into the parking structure if possible. This would allow for a more landscaped courtyard area and reducing traffic conflicts in this confined space. It is envisioned that the surface parking area should be primarily used for short-term and persons with disabilities parking.

The applicant has provided two van parking spaces for persons with disabilities. The applicant should also demonstrate that five additional accessible parking spaces, including one additional van parking space, are provided within the parking garage.



service, either existing or enhanced, would be able to serve the hotel needs and provide shuttle service to the offsite locations. This could eliminate the need for the hotel to provide its own shuttle system and further plan goals of an enhanced bus circulator service.

The applicant should also become a member of TAGS.

As identified in the Plan, there are significant transportation improvements needed to support development and redevelopment within Franconia-Springfield. The applicant should provide an equitable contribution to an area-wide roadway fund to be allocated toward implementing planned transportation improvements within Springfield.

Fairfax County has a planned commuter parking facility planned in Land Unit E, directly to the south of the application property. It is envisioned that a mid-block, grade-separated pedestrian crossing will be provided over Old Keene Mill Road in the general vicinity of the application. The applicant should consider integrating the crossing into its development, including integrating the pedestrian landing into the proposed hotel structure. If design and integration of the pedestrian crossing cannot be accommodated, the applicant should provide a contribution towards design of the mid-block pedestrian crossing and potentially dedicate easement area for a future landing within the applicants parcel.

CC: St. Clair Williams, Senior Staff Coordinator, DPZ/ZED
Scott Sizer, Revitalization Program Manager, OCRR
OCRR File



Office of Community Revitalization and Reinvestment
12055 Government Center Parkway, Suite 1048
Fairfax, VA 22035
703-324-9300, TTY 711
www.fcrevit.org



County of Fairfax, Virginia

MEMORANDUM

DATE: December 7, 2010

TO: St. Clair Williams, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Beth Forbes, Stormwater Engineer
Environmental and Site Review Division
Department of Public Works and Environmental Services

SUBJECT: Rezoning/Final Development Plan Application #RZ/FDP 2010-LE-013,
Springfield Hotel, Conceptual/Final Development Plan dated November 17,
2010, LDS Project #4072-ZONA-001-2, Tax Map #80-4-09-0004, -0005 &
-0006, Lee District

We have reviewed the subject application and offer the following stormwater management comments.

Chesapeake Bay Preservation Ordinance (CBPO)

There is no Resource Protection Area (RPA) on this site.

Water quality controls are required for this redevelopment (PFM 6-0401.2B). Three Filterra units are shown on the plan. At site plan, these facilities will be considered innovative BMPs (LTIs 09-04 & 01-11). Pervious pavement may also be installed in a parking area. The infiltration trenches existing on the site were installed before the CBPO was promulgated.

Floodplain

There are no regulated floodplains on the property.

Downstream Drainage Complaints

There are downstream drainage complaints on file. Standing water has been reported on Old Keene Mill Road.

Stormwater Detention

Stormwater detention is required, if not waived (PFM 6-0301.3). Two infiltration trenches constructed on the property in the 1980s will be removed with the proposed project. The applicant proposes to provide detention in underground vaults and a rooftop system to meet the requirements of a site developing for the first time. This methodology would be effective in

Department of Public Works and Environmental Services
Land Development Services, Environmental and Site Review Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720 • TTY 711 • FAX 703-324-8359



St. Clair Williams, Staff Coordinator
Rezoning/Final Development Plan Application #RZ/FDP 2010-LE-013, Springfield Hotel
December 7, 2010
Page 2 of 2

replacing the storage volume of the trenches. In the site plan submittal, it must be demonstrated that the underground detention facilities can be drained by gravity.

The applicant should be aware that the EPA has issued a Draft Benthic TMDL Development Report for Accotink Creek. Should the recommendations in this report be adopted, detention requirements more stringent than those currently in the PFM may be applied to this project.

Site Outfall

The outfall narrative has been provided.

Stormwater Planning Division Comments

The Accotink Creek Watershed plan is under development. The draft report does not show any proposed projects downstream from this property.

It is suggested the applicant provide the following:

- a vegetated roof on the hotel with access for the guests to enjoy,
- a roof deck on the garage as an outdoor amenity and for harvesting of rainfall for water supply needs (for water features, irrigation),
- amended soils with native plantings, including grasses and wildflowers, where appropriate,
- porous concrete paving or permeable pavement blocks with underlying gravel storage in the parking areas.

Please contact me at 703-324-1720 if you require additional information.

BF/

cc: Craig Carinci, Director, Stormwater Planning Division, DPWES
Jeremiah Stonefield, Chief, Stormwater & Geotechnical Section, ESRD, DPWES
Zoning Application File



County of Fairfax, Virginia

MEMORANDUM

January 10, 2011

TO: St. Clair Williams, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Todd Nelson, Urban Forester II
Forest Conservation Branch, DPWES 

SUBJECT: Springfield Hotel; RZ/FDP 2010-LE-013

RE: Request for assistance dated January 3, 2011

This review is based upon the Conceptual Development Plan (CDP) RZ/FDP 2010-LE-013 stamped "received, Department of Planning and Zoning, December 22, 2010." A site visit was conducted on October 25, 2010, as part of a review of the CDP stamped "received, Department of Planning and Zoning, September 2, 2010."

General Comment: Comments on the previously submitted GDP were provided to DPZ in my memos dated October 28, 2010, and November 30, 2010. The following comments contained in those memos were not adequately addressed.

- 1. Comment:** A deviation from the tree preservation target area is being requested however, the deviation does not include one or more of the justifications listed in PFM 12-0508.3 and does not appear to be in conformance with Chapter 122-2-3(b) of the County Code.

Recommendation: A deviation from the tree preservation target in accordance with Chapter 122-2-3(b) of the County Code should be provided on the CDP that states one or more of the justifications listed in PFM 12-0508.3 along with a narrative that provides a site-specific explanation of why the Tree Preservation Target can not be met. A sheet number should be provided identifying the location of the deviation request.

In addition, proffer language containing a directive from the Board of Supervisors to the Urban Forest Management Division, DPWES, or Director of DPWES, to permit a deviation from the tree preservation target percentage should also be provided.

- 2. Comment:** The proposed landscaping along the northern and western portions of the property appears to be located inside an existing VEPCO easement and it is unclear if permission from VEPCO to plant inside their easement has been obtained.

Department of Public Works and Environmental Services
Land Development Services, Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503
Phone 703-324-1770, TTY: 703-324-1877, Fax: 703-803-7769
www.fairfaxcounty.gov/dpwes



Recommendation: Trees should be relocated outside of the existing VEPCO easement or a letter of permission from VEPCO should be provided on the CDP to plant trees inside the existing VEPCO easement at the northern and western portions of the property. Trees located inside public utility easements, even with a letter of permission, shall not be granted tree canopy credit and the 10-year tree canopy calculations should be adjusted accordingly.

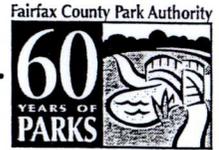
Please contact me at 703-324-1770 if you have any questions.

TLN/
UFMID #: 155144

cc: RA File
DPZ File



FAIRFAX COUNTY PARK AUTHORITY



M E M O R A N D U M

TO: Barbara Berlin, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Sandy Stallman, Manager *SS*
Park Planning Branch, PDD

DATE: January 12, 2011

SUBJECT: RZ/FDP 2010-LE-013, Springfield Hotel – REVISED
Tax Map Number(s): 80-4 ((9)) 4, 5, 6

BACKGROUND

This memo replaces previous comments submitted by the Park Authority in memos dated October 20, 2010 and November 24, 2010. The Park Authority staff has reviewed the proposed Development Plan dated July 29, 2010 as revised through December 21, 2010, for the above referenced application in conjunction with draft proffers dated December 22, 2010. The Development Plan reflects construction of a new, 120,000-square foot hotel with 167 rooms with a requested rezoning from the C-6 zoning district to the PDC zoning district. The subject property lies within the Franconia-Springfield Area of Planning Area 4 as well as the Springfield Community Business Center.

COMPREHENSIVE PLAN CITATIONS

1. Park Services and New Development (The Policy Plan, Parks and Recreation Objective 6, p. 8)

“Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication.”

“Policy c: Non-residential development should offset significant impacts of work force growth on the parks and recreation system.”

2. Urban Park Development (The Policy Plan, Parks and Recreation, Park Classification System, Local Parks, p. 10-11, adopted June 20, 2005)

“In urban areas, urban-scale local parks are appropriate. These publicly accessible urban parks should include facilities that are pedestrian-oriented and provide visual

enhancement, a sense of identity, opportunities for social interactions, enjoyment of outdoor open space and performing and visual arts. Urban parks are generally integrated into mixed use developments or major employment centers in areas of the County that are planned or developed at an urban scale. Areas in the County that are generally appropriate for urban parks include Tysons Corner Urban Center, Transit Station Areas, Suburban Centers, Community Business Centers and identified "Town Centers" or mixed-use activity centers. Urban parks can be administered by private land owners, Fairfax County Park Authority, or through joint public and private sector agreements for public benefit.

Primary elements of urban-scale local parks are ease of non-motorized access and a location that complements, or is integrated with, surrounding uses. Features may include urban style plazas, mini-parks, water features and trail connections, oriented to pedestrian and/or bicycle use by employees and residents. Park architectural characteristics reflect the built environment. Short-term, informal activities and programmed events during lunch hours and after-work hours are intended to foster social interactions among users, provide leisure opportunities, and create a visual identity to strengthen sense of place and orientation. In urban areas, park size is typically less than five acres and often under ½ acre. Service area is generally within a 5-10 minute walking distance from nearby offices, retail and residences. Well-conceived and executed design is critical to the viability of this type of park. To be successful urban parks need high visibility, easy access, lots of pedestrian traffic, immediacy of casual food service, access to basic utilities, landscaped vegetated areas, ample seating, high quality materials, a focal point or identity, regular custodial maintenance, and an inviting and safe atmosphere."

3. Heritage Resources (Comprehensive Plan, Area IV, Franconia-Springfield, Area Wide Recommendations, Heritage Resources, p. 32)

"Any development or ground disturbance in the Franconia-Springfield Area on private and public land should be preceded by a heritage resource study and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered."

4. Park and Recreation Needs (Comprehensive Plan, Area IV, Franconia-Springfield, Land Use Recommendations, Land Unit C, p. 39)

"Particular attention should be paid to mitigating the need for urban parks and recreational facilities and shielding telecommunication facilities as stated in the Overview section as well as the Policy Plan guidance."

ANALYSIS AND RECOMMENDATIONS

Recreational Impact of Proposed Development:

The proposed hotel development will generate impacts on recreational services and facilities. Employees will have a need to access recreational amenities at lunchtime or after work. Hotel

patrons will also seek recreational activities and accessible open space. Comprehensive Plan guidance for the application property specifically mentions the need to address the demand for urban parks and recreational facilities when seeking to develop under the option for hotel use on Parcels 4, 5 and 6. The current development plan does not adequately address this Comprehensive Plan recommendation.

The Park Authority has continued to request modification of the site design to integrate usable, public open space into the design, consistent with the Fairfax County Urban Parks Framework, to address the guidance of the Comprehensive Plan. The applicant has been unwilling to incorporate these design changes into the development plan. The applicant has attempted to address the Comprehensive Plan language through a draft proffer, committing to escrow \$10,000 to be used for public recreation facilities in the planned commuter parking facility on the south side of Old Keene Mill Road. The draft proffer additionally states that funds not used within five years could be utilized for improvements to parks located within the vicinity of the application.

Provision of on-site facilities would more directly address the intent of the Plan and be the preference of the Park Authority. In lieu of such provision, however, a proffered cash contribution could be utilized to mitigate impacts to area parks attributed to the increased demand of future hotel patrons and staff. Recent monetary contributions to offset the impacts of commercial development in Suburban Centers have averaged \$0.27 per square foot. Applying this rate to the proposed 120,000 square feet of new non-residential uses proposed, the Park Authority requests a contribution of \$32,400 for recreational facility development. Accordingly, Proffer 7 should be modified to read as follows:

7. *PARKS AND RECREATION*

The Applicant shall pay the sum of thirty two thousand four hundred dollars (\$32,400.00) to the Fairfax County Park Authority to be used for the integration of public recreation facilities into the planned commuter parking facility on the south side of Old Keene Mill Road in proximity to the Application Property.

Payment shall be made at time of site plan approval for the hotel or at time of site plan approval for the planned commuter parking facility, whichever occurs first.

Within five (5) years of the date of approval of the site plan for the hotel, should construction of the commuter garage facility not be completed or the use of the property be changed so as not to include publicly accessible recreation facilities, the Applicant shall be notified and the funds may be applied to improvements to parks located within the service area of the Application Property at the discretion of the Park Authority.

Cultural Resources Impact:

Comprehensive Plan guidance area-wide for the Franconia-Springfield area indicates that a heritage resource study should be provided prior to any ground disturbing activities. As part of the Park Authority review, the application property was subjected to archival review. Research indicates that the parcels contain no known archaeological sites, are fully developed and are

unlikely to contain significant cultural resources. Additional development will have no impact on any cultural resources, therefore, no archaeological work is recommended.

SUMMARY OF RECOMMENDATIONS

This section summarizes the recommendations included in the preceding analysis section.

- Provide a contribution of \$32,400.00 to offset impacts to parks;
- Modify Proffer 7 to reflect revised park contribution and language as noted above.

FCPA Reviewer: Gayle Hooper
DPZ Coordinator: St. Clair Williams

Copy: Cindy Walsh, Director, Resource Management Division
Liz Crowell, Manager, Cultural Resource Management & Protection Section
Chron Binder
File Copy



FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

PLANNING & ENGINEERING
DIVISION

Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

October 15, 2010

Ms. Regina Coyle, Director
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

Re: RZ 2010-LE-013
FDP 2010-LE-013
Tax Map: 80-4
Springfield Hotel

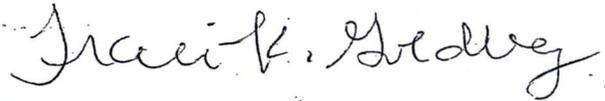
Dear Ms. Coyle:

The following information is submitted in response to your request for a water service analysis for the above application:

1. The property can be served by Fairfax Water.
2. Adequate domestic water service is available at the site from an existing 8-inch water main located in Old Keene Mill Road and a 6-inch water main located on the property just north of the site. See the enclosed water system map.
3. The water main configuration as depicted on the Generalized Development Plan will require an offsite water main extension (refer to comments on the GDP).
4. Depending upon the configuration of the on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

If you have any questions regarding this information please contact Dave Guerra
at (703) 289-6343.

Sincerely,

A handwritten signature in cursive script that reads "Traci K. Goldberg".

Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosure

cc: Robert Brown, Urban, Ltd.

Lynne Strobel, Walsh, Colucci, Lubeley, Emrich & Walsh



County of Fairfax, Virginia

MEMORANDUM

DATE: October 5, 2010

TO: Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Eric Fisher, GIS Analyst III
Information Technology Section
Fire and Rescue Department

SUBJECT: Fire and Rescue Department Preliminary Analysis of Rezoning and Final Development Plan Application RZ/FDP 2010-LE-013

The following information is submitted in response to your request for a preliminary Fire and Rescue Department analysis for the subject:

1. The application property is serviced by the Fairfax County Fire and Rescue Department Station #422, **Springfield**
2. After construction programmed _____ this property will be serviced by the fire station _____
3. In summary, the Fire and Rescue Department considers that the subject rezoning application property:
 - a. currently meets fire protection guidelines.
 - b. will meet fire protection guidelines when a proposed fire station becomes fully operational.
 - c. does not meet current fire protection guidelines without an additional facility; however, a future station is projected for this area.
 - d. does not meet current fire protection guidelines without an additional facility. The application property is _____ of a mile outside the fire protection guidelines. No new facility is currently planned for this area.



PART 2 6-200 PDC PLANNED DEVELOPMENT COMMERCIAL DISTRICT**6-201 Purpose and Intent**

The PDC District is 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 commercial developments; and otherwise to implement the stated purpose and intent of this Ordinance.

To these ends, rezoning to and development under this district will be permitted only in accordance with a development plan prepared and approved in accordance with the provisions of Article 16.

6-202 Principal Uses Permitted

The following principal uses shall be permitted subject to the approval of a final development plan prepared in accordance with the provisions of Article 16, and subject to the use limitations set forth in Sect. 206 below.

1. Business service and supply service establishments.
2. Eating establishments.
3. Establishments for scientific research, development and training where assembly, integration and testing of products in a completely enclosed building is incidental to the principal use of scientific research, development and training.
4. Exposition halls and facilities to house cultural or civic events or conventions of political, industrial, fraternal or similar associations, with a minimum gross floor area of 100,000 square feet.
5. Financial institutions.
6. Garment cleaning establishments.
7. Hotels, motels.
8. Offices.
9. Personal service establishments.
10. Public uses.
11. Repair service establishments.
12. Retail sales establishments.
13. Theatres.

Secondary Uses Permitted

The following secondary uses shall be permitted only in a PDC District which contains one or more principal uses; only when such uses are presented on an approved final development plan prepared in accordance with the provisions of Article 16; and subject to the use limitations set forth in Sect. 206 below.

1. Accessory uses, accessory service uses and home occupations as permitted by Article 10.
2. Affordable dwelling unit developments.
3. Bank teller machines, unmanned, located within a multiple family dwelling.
4. Commercial and industrial uses of special impact (Category 5), limited to:
 - A. Amusement arcades
 - B. Automobile-oriented uses
 - C. Car washes
 - D. Drive-in banks
 - E. Drive-through pharmacies
 - F. Fast food restaurants
 - G. Golf courses, country clubs
 - H. Golf driving ranges
 - I. Marinas, docks and boating facilities, commercial
 - J. Quick-service food stores
 - K. Service stations
 - L. Service station/mini-marts
 - M. Vehicle light service establishments
5. Commercial recreation uses (Group 5), limited to:
 - A. Billiard and pool halls
 - B. Bowling alleys
 - C. Commercial swimming pools, tennis courts and similar courts

- D. Health clubs
 - E. Indoor firing ranges, archery ranges, fencing and other similar indoor recreational uses
 - F. Miniature golf courses
 - G. Skating facilities
 - H. Any other similar commercial recreation use
- 6. Community uses (Group 4).
 - 7. Dwellings.
 - 8. Institutional uses (Group 3).
 - 9. Kennels, limited by the provisions of Sect. 206 below.
 - 10. Light public utility uses (Category 1).
 - 11. Parking, commercial off-street, as a principal use.
 - 12. Quasi-public uses (Category 3), limited to:
 - A. Alternate uses of public facilities
 - B. Child care centers and nursery schools
 - C. Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school or private school of general or special education
 - D. Colleges, universities
 - E. Conference centers and retreat houses, operated by a religious or nonprofit organization
 - F. Cultural centers, museums and similar facilities
 - G. Dormitories, fraternity/sorority houses, rooming/boarding houses, or other residence halls
 - H. Housing for the elderly
 - I. Institutions providing housing and general care for the indigent, orphans and the like
 - J. Medical care facilities

- K. Private clubs and public benefit associations
 - L. Private schools of general education
 - M. Private schools of special education
 - N. Quasi-public parks, playgrounds, athletic fields and related facilities
13. Transportation facilities (Category 4), limited to:
- A. Bus or railroad stations
 - B. Heliports
 - C. Helistops
 - D. WMATA facilities
14. Vehicle transportation service establishments.
15. Veterinary hospitals

6-204

Special Permit Uses

For specific Group uses, regulations and standards, refer to Article 8.

- 1. Group 8 - Temporary Uses.
- 2. Group 9 - Uses Requiring Special Regulation, limited to:
 - A. Accessory dwelling units

6-205

Special Exception Uses

- 1. Subject to the use limitations presented in Sect. 206 below, any use presented in Sect. 203 above as a Group or Category use may be permitted with the approval of a special exception when such use is not specifically designated on an approved final development plan.
- 2. Category 5 - Commercial and Industrial Uses of Special Impact, limited to:
 - A. Commercial off-street parking in Metro Station areas as a temporary use
 - B. Fast food restaurants

6-206

Use Limitations

- 1. All development shall conform to the standards set forth in Part 1 of Article 16.

2. All uses shall comply with the performance standards set forth in Article 14.
3. When a use presented in Sect. 203 above as a Group or Category use is being considered for approval on a final development plan, the standards set forth in Articles 8 or 9 shall be used as a guide.

When a use presented in Sect. 203 above as a Group or Category use is being considered for approval as a special exception use, pursuant to Sect. 205 above, the use shall be subject to the provisions of Article 9 and the special permit standards of Article 8, if applicable. Provided that such use is in substantial conformance with the approved conceptual development plan and any imposed development conditions or proffered conditions and is not specifically precluded by the approved final development plan, no final development plan amendment shall be required.

In either of the above, all Category 3 medical care facility uses shall be subject to the review procedures presented in Part 3 of Article 9.

4. All uses permitted pursuant to the approval of a final development plan shall be in substantial conformance with the approved final development plan as provided for in Sect. 16-403.
5. Secondary uses shall be permitted only in a PDC District which contains one or more principal uses. Unless modified by the Board in conjunction with the approval of a conceptual development plan in order for further implementation of the adopted comprehensive plan, the gross floor area devoted to dwellings as a secondary use shall not exceed fifty (50) percent of the gross floor area of all principal uses in the development, except that the floor area for affordable and market rate dwelling units which comprise the increased density pursuant to Part 8 of Article 2 shall be excluded from this limitation. The gross floor area of all other secondary uses shall not exceed twenty-five (25) percent of the gross floor area of all principal uses in the development.

The floor area for dwellings shall be determined in accordance with the gross floor area definition except the following features shall not be deemed gross floor area: balconies, porches, decks, breezeways, stoops and stairs which may be roofed but which have at least one open side; or breezeways which may be roofed but which have two (2) open ends. An open side or open end shall have no more than fifty (50) percent of the total area between the side(s), roof and floor enclosed with railings, walls, or architectural features.

6. Secondary uses shall be designed so as to maintain and protect the character of adjacent properties, and shall be conducted entirely within an enclosed building, with no outside display, except those uses which by their nature must be conducted outside a building.
7. Service stations, service station/mini-marts and vehicle light service establishments shall be permitted only under the following conditions:
 - A. Located in a commercial center consisting of not less than three (3) commercial establishments, such commercial establishments to be other than automobile-related.

- B. There shall be no vehicle or tool rental and no outdoor storage or display of goods offered for sale, except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart. In addition, no more than two (2) vehicles that are wrecked, inoperable or abandoned may be temporarily stored outdoors for a period in excess of seventy-two (72) hours, and in no event shall any one such vehicle be stored outdoors for a period exceeding seventy-two (72) hours.
- 8. Signs shall be permitted only in accordance with the provisions of Article 12, and off-street parking and loading facilities and private streets shall be provided in conformance with the provisions of Article 11.
 - 9. Notwithstanding the provisions of Par. 5 and 6 above, housing for the elderly as a secondary use need not be designed to serve primarily the needs of the residents and occupants of the planned development in which located but shall be designed so as to maintain and protect the character of adjacent properties. The gross floor area devoted to housing for the elderly as a secondary use shall not exceed fifty (50) percent of the gross floor area of all uses in the development.
 - 10. Fast food restaurants shall be permitted only in accordance with the following:
 - A. Fast food restaurants may be permitted as a secondary use when shown on an approved final development plan, and provided such use is located in a nonresidential structure containing at least one (1) other permitted principal or secondary use, in accordance with the following:
 - (1) Such fast food restaurants shall be oriented to cater primarily to occupants and/or employees in the structure in which located, or of that structure and adjacent structures in the same building complex which are accessible via a clearly designated pedestrian circulation system; and
 - (2) Such use(s) shall comprise not more than fifteen (15) percent of the gross floor area of the structure.
 - B. Fast food restaurants not permitted under the provisions of Par. A above may be permitted as a secondary use by special exception, in accordance with the following:
 - (1) The structure containing the fast food restaurant shall be designed as an integral component of a building complex, and shall be reviewed for compatibility with the approved PDC development; and
 - (2) The fast food restaurant shall be safely and conveniently accessible from surrounding uses via a clearly defined

pedestrian circulation system which minimizes points of conflict between vehicular and pedestrian traffic. Pedestrian ways shall be prominently identified through design features such as, but not limited to, the use of special pavement treatments for walkways and crosswalks, and/or the use of consistent and distinctive landscaping. Vehicular access to the use shall be provided via the internal circulation system of the building complex, and no separate entrance to the use shall be permitted from any thoroughfare intended to carry through traffic.

11. Kennels and veterinary hospitals shall be located within a completely enclosed building which is adequately soundproofed and constructed so that there will be no emission of odor or noise detrimental to other property in the area. In addition, the Health Department shall approve the construction and operation of all veterinary hospitals prior to issuance of any Building Permit or Non-Residential Use Permit.
12. Drive-through pharmacies shall be permitted only on a lot which is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking. Adequate parking and stacking spaces for the use shall be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.
13. Vehicle transportation service establishments shall be permitted in accordance with the following:
 - A. The total number of company vehicles permitted on site at any given time shall not exceed five (5).
 - B. There shall be no maintenance or refueling of vehicles on site.
 - C. Notwithstanding the provisions of Par. 15 of the Transitional Screening and Barrier Matrix, the use shall be subject to the provisions of Par. 9 of the Matrix.

6-207

Lot Size Requirements

1. Minimum district size: No land shall be classified in the PDC District unless the Board finds that the proposed development meets at least one (1) of the following conditions:
 - A. The proposed development will yield a minimum of 100,000 square feet of gross floor area.

- B. The proposed development will be a logical extension of an existing P District, in which case it must yield a minimum of 40,000 square feet of gross floor area.
 - C. The proposed development is located within an area designated as a Community Business Center in the adopted comprehensive plan or is in a Commercial Revitalization District and a final development plan is submitted and approved concurrently with the conceptual development plan for the proposed development. The conceptual and final development plan shall specify the uses and gross floor area for the proposed development and shall provide site and building designs that will complement existing and planned development by incorporating high standards of urban design, to include provision for any specific urban design plans for the area and for pedestrian movement and access.
- 2. Minimum lot area: No requirement for each use or building, provided that a privacy yard, having a minimum area of 200 square feet, shall be provided on each single family attached dwelling unit lot, unless waived by the Board in conjunction with the approval of a development plan.
 - 3. Minimum lot width: No requirement for each use or building.

6-208

Bulk Regulations

- 1. Maximum building height: Controlled by the standards set forth in Part 1 of Article 16.
- 2. Minimum yard requirements: Controlled by the standards set forth in Part 1 of Article 16.
- 3. Maximum floor area ratio: 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:
 - A. 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.
 - B. 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%.
 - C. Below-surface off-street parking facilities - Not more than 5% for each 20% of the required number of parking spaces to be provided.

- D. 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 maximum floor area ratio permitted by this Part shall exclude the floor area for affordable and bonus market rate dwelling units provided in accordance with Part 8 of Article 2.

6-209

Open Space

1. 15% of the gross area shall be open space.
2. In a PDC development where dwelling units are proposed as a secondary use, as part of the open space to be provided in accordance with the provisions of Par. 1 above, there shall be a requirement to provide recreational facilities for the enjoyment of the residents of the dwelling units. The provision of such facilities shall be subject to the provisions of Sect. 16-404 and such requirement shall be based on a minimum expenditure of \$500 per dwelling unit for such facilities for rezoning applications accepted prior to October 3, 1997 and approved by March 24, 1998 and \$955 per dwelling unit for such facilities for rezoning applications accepted subsequent to October 3, 1997 or approved after March 24, 1998, and either
 - A. The facilities shall be provided on-site by the developer in substantial conformance with the approved final development plan. In the administration of this provision, credit shall be considered where there is a plan to provide common recreational facilities for the residents of the dwelling units and the occupants of the principal uses, and/or
 - B. The Board may approve the provision of the facilities located on property which is not part of the subject PDC District.

Notwithstanding the above, in affordable dwelling unit developments, the requirement for a per dwelling unit expenditure shall not apply to affordable dwelling units.

6-210

Additional Regulations

1. Refer to Article 16 for standards and development plan requirements for all planned developments.
2. Refer to Article 2, General Regulations, for provisions which may qualify or supplement the regulations presented above.

A7-500 SPRINGFIELD COMMERCIAL REVITALIZATION DISTRICT

A7-506 Lot Size Requirements

As specified in the underlying zoning district regulations, except that the minimum lot size requirements may be modified or waived by the Board in accordance with the provisions of Sect. 9-622.

A7-507 Bulk Regulations

1. Maximum building height: As specified in the underlying zoning district regulations, except that for land zoned C-6 or C-8, a maximum height of fifty (50) feet shall be allowed by right. In addition, where an increase in the maximum building height is allowed in the underlying zoning district regulations by special exception, such may be approved by the Board in accordance with the provisions of Sect. 9-622.

2. Minimum yard requirements: As specified in the underlying zoning district regulations, except that the minimum front yard in commercial districts shall be 20 feet, unless the adopted comprehensive plan specifies a front yard requirement that is equal to or less than the minimum front yard requirement of the underlying zoning district, in which case, the minimum front yard shall be in accordance with the comprehensive plan, provided that any plantings, streetscape treatments or other amenities set forth in the adopted comprehensive plan are also provided in general accordance with the comprehensive plan. In addition, modifications or waivers of the minimum yard requirements as specified in this district, the adopted comprehensive plan or the underlying zoning district regulations may be approved by the Board in accordance with the provisions of Sect. 9-622.

3. Maximum floor area ratio: As specified in the underlying zoning district regulations, except that where an increase in the floor area ratio is allowed in the underlying zoning district regulations by special exception, such may be approved by the Board in accordance with the provisions of Sect. 9-622.

A7-508 Open Space

As specified in the underlying zoning district regulations, except the open space requirement may be modified or waived by the Board in accordance with the provisions of Sect. 9-622. In addition, the open space requirement shall not apply to an expansion or enlargement of an existing development, as defined in Sect. 509 below, on a lot which does not comply with the open space requirement of the underlying zoning district, provided such expansion or enlargement does not decrease the amount of existing open space.

A7-509 Additional Provisions

1. For the purpose of this district, an expansion or enlargement of an existing development shall be an increase in the gross floor area of all existing buildings on a lot, which increase is less than 100% of the total gross floor area of all such existing buildings. A redevelopment shall be the total removal of all buildings on a lot and the construction of new buildings, or the addition of gross floor area which is equal to or more than 100% of the total gross floor area of all existing buildings on a lot. A new development shall be the construction of buildings on a vacant lot.

2. The provisions of Article 2 shall be applicable, except as may be qualified by the provisions of this district.

3. The off-street parking, loading and private street requirements of Article 11 shall apply, except as set forth below:

A. 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. Such request may also be considered in conjunction with a rezoning and/or special exception application. The fee for a parking reduction set forth in Sect. 17-109 shall not be applicable.

B. The provisions of Par. 1 of Sect. 11-102 shall be applicable, except that where there are practical difficulties or if the public safety and/or public convenience would be better served by parking spaces being located on other than the same lot or other than on a lot contiguous to the use to which it is accessory, the Director, acting upon a specific request for a non-residential use may authorize such alternative location subject to conditions deemed to be appropriate and the following:

(1) Such required spaces shall be subject to agreements or arrangements satisfactory to the Director that will ensure the permanent availability of such spaces, and

(2) The applicant shall demonstrate to the Director's satisfaction that such required space shall be generally located within 500 feet walking distance of a building entrance to the use that such space serves or such spaces will be provided off-site with access via a valet or shuttle service subject to agreements or arrangements approved by the Director which will ensure the operation of such service and that there will not be any adverse impacts on the site of the parking spaces or the adjacent area.

An alternative location may also be approved in accordance with the above provisions by the Board in accordance with the provisions of Sect. 9-622.

C. The provisions of Par. 8 of Sect. 11-102 which require off-street parking spaces that are located on the ground and open to the sky to be located no closer than ten (10) feet to any front lot line shall not apply.

7-607 Special Exception Uses

1. All uses permitted by special exception in the underlying zoning district(s) except as qualified by Sect. 601 above.
2. Except as permitted by right pursuant to Sections 4-502, 4-602, 4-702, 4-802, 4-902 and 10-202, drive-in banks, fast food restaurants, quick-service food stores, service stations and service station/mini-marts subject to the provisions of Part 6 of Article 9 and Sect. 608 below.

7-608 Use Limitations

All uses shall be subject to the use limitations set forth in the underlying zoning district(s), and, in addition, drive-in banks, fast food restaurants, quick-service food stores, service stations and service station/mini-marts shall be subject to the following use limitations:

1. In any Highway Corridor Overlay District:

A. Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.

B. Such a use shall have access designed so as not to impede traffic on a public street intended to carry through traffic. To such end, access via the following means may be given favorable consideration:

(1) Access to the site is provided by a public street other than one intended to carry through traffic, and/or

(2) Access to the site is provided via the internal circulation of a shopping center, which center contains at least six (6) other commercial uses, or an office complex having a limited number of well-designed access points to the public street system and no additional direct access is provided to the site from a public street intended to carry through traffic over and above those entrances which may exist to provide access to the shopping center, and/or

(3) Access to the site is provided by a functional service drive, which provides controlled access to the site.

C. There shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart.

2. Where the underlying district is C-2, C-3 or C-4, in addition to Par. 1 above:

A. Service stations shall not include any uses such as vehicle or tool rental.

B. Service stations shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

3. Where the underlying district is C-5 or C-6, in addition to Par. 1 above:

A. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

4. Where the underlying district is C-7, C-8, C-9, I-3 or I-4, in addition to Par. 1 above:

A. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than four (4) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

5. Where the underlying district is I-5 or I-6, in addition to Par. 1 above:

GLOSSARY

This Glossary is provided to assist the public in understanding the staff evaluation and analysis of development proposals. It should not be construed as representing legal definitions. Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan or Public Facilities Manual for additional information.

ABANDONMENT: Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

ACCESSORY DWELLING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT: Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

AGRICULTURAL AND FORESTAL DISTRICTS: A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

BARRIER: A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

BEST MANAGEMENT PRACTICES (BMPs): Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

BUFFER: Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

CHESAPEAKE BAY PRESERVATION ORDINANCE: Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

CLUSTER DEVELOPMENT: Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

COUNTY 2232 REVIEW PROCESS: A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

dBA: The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

DENSITY: Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

DENSITY BONUS: An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

DEVELOPMENT CONDITIONS: Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

EASEMENT: A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

ERODIBLE SOILS: Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

FLOOR AREA RATIO (FAR): An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

FUNCTIONAL CLASSIFICATION: A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

GEOTECHNICAL REVIEW: An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

HYDROCARBON RUNOFF: Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

IMPERVIOUS SURFACE: Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

INFILL: Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

INTENSITY: The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

Ldn: Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

LEVEL OF SERVICE (LOS): An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

MARINE CLAY SOILS: Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

OPEN SPACE: That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

OPEN SPACE EASEMENT: An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

P DISTRICT: A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

PROFFER: A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

PUBLIC FACILITIES MANUAL (PFM): A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

RESOURCE MANAGEMENT AREA (RMA): That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

RESOURCE PROTECTION AREA (RPA): That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

SITE PLAN: A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP): Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

STORMWATER MANAGEMENT: Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

SUBDIVISION PLAT: The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

VACATION: Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

VARIANCE: An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

WETLANDS: Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

TIDAL WETLANDS: Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code; includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		