County of Loudoun

Department of Planning

MEMORANDUM

DATE: July 1, 2009

TO: Sophia Fisher, Project Manager

FROM: Kelly Williams, Planner
Community Planning

SUBJECT: SPEX 2008-0032, ZCPA 2009-0006
Broadlands South, Section 204, 3rd Referral

PROJECT DESCRIPTION

Broadlands Commercial Development, LLC has submitted an application for a Special Exception in order to permit a 160 room hotel in the PD-H4 (Planned Development – Residential) zoning district (administered as PD-OP, Planned Development-Office Park). The property consists of 5.4 acres and is a component of Section 204 of the Broadlands South development. A Zoning Concept Plan Amendment (ZCPA) has also been submitted to add the hotel and a park-and-ride use to Section 204 of the proffered Broadland's South development.

The parcels that are the subject of this application are located on the south side of the Dulles Greenway (Rt. 267), just east of the Mooreview Parkway, and are accessed by Old Ryan Road. Moorefield Station, a transit-oriented mixed use community which was approved for approximately 6 million sq. ft. of office, 700,000 sq. ft. of retail, and 4,000 dwellings, is located directly east of the property.

The site has been previously mass graded and contains no significant vegetation. There are no floodplain, steep slopes, historic, or archaeological resources on the site. A portion of the property is located within the LDN 60 1-mile buffer of the Washington Dulles International Airport.

This is the third submission of the application. The applicant has provided a Zoning Concept Plan Amendment (ZCPA), revised proffers, a Special Exception plat, and Revised Statement of Justification, dated June 22, 2009 in response to second referral comments. The remaining outstanding issues are described below. This referral is intended to be supplementary to Community Planning's January 5, 2009 referral.

Upon review of the second submission of the Special Exception application for the hotel, it was determined that a ZCPA was necessary to revise the original rezoning for Section 204 to include a hotel use in the designated office landbay. Further, discussions between County staff and the applicant have determined the need for a temporary park-and-ride facility in this area to accommodate the commuter traffic resulting from the construction of Metrorail facilities in the Tyson's Corner area. As stated in the Statement of Justification, a key strategy of the Transportation Management Program (TMP), which was developed to offer options of commuters to Tysons Corner during the disruptive period of Metrorail construction, is a new express bus service from Leesburg and Ashburn to the Tysons Corner area. This service would be funded by the Dulles Rail project for a period of four and a half years beginning in September of 2010. Therefore, the ZCPA application also includes provisions for a temporary County park-and-ride facility on this site, prior to the construction of the proposed hotel.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

Guidance for development of the subject property is provided by the Revised General Plan and the Toll Road Plan (TRP). Being the newer of the two plans, the Revised General Plan supersedes the TRP when there is a policy conflict between the two and when the Revised General Plan provides more details on any aspect of land development. The Revised Countywide Transportation Plan (CTP), the Countywide Retail Plan Amendment (Retail Plan), and the Bicycle and Pedestrian Mobility Master Plan (Bike/Ped Plan) also apply.

OUTSTANDING ISSUES

Hotel Market Study and Location

In the first and second referral, staff identified that the development of a hotel in this location was premature and may impair the viability of neighboring hotels that have been previously approved. The applicant has committed to a condition of approval to delay the development of the hotel for a period of four years after the date of approval of the Special Exception application. This is consistent with the approved market study provided by RevPAR International's that states that "the most prudent course of action at this time is to delay the hotel project until several proposed commercial projects come to fruition and new hotel supply already under construction has opened and been absorbed in the market."

This issue has been resolved.

Park-and-ride Facility

As stated above, County staff and the applicant have been discussing the need for a temporary park-and-ride facility in the area to accommodate an express bus service to handle the commuter traffic resulting from the construction of Metrorail facilities in the Tyson's Corner area. The site is currently graded and contains an existing gravel parking area, which according to the statement of justification can support approximately 140 to 150 cars.

The subject property is located in the Ashburn community of the Suburban Policy Area, in an area planned for Business uses (*Revised General Plan, Chapter 7, Planned Land Use Map*). The property is also located adjacent to Moorefield Station, a Transit Oriented Development (TOD) and the future transit stop planned along the Dulles Greenway. The majority of the site falls within the designated Outer Core of the TOD, an area located between approximately 1/4 mile and 1/2 mile from the transit stop. The remainder of the site is located in the Transit Supportive Area (TSA), an area located between approximately ½ mile and one mile from the transit stop (*Revised General Plan, Chapter 6, Transit-Oriented Development Policies, policy 15*).

The Plan calls for park-and-ride lots to be located along arterial or major collector roads, near commercial or mixed-use centers, and other safe and secure locations that provide convenient access *(CTP, Park-and-Ride Lot Policies, policy 1)*. The Plan further states that "regional park-and-ride lots will not be located in Transit Oriented Developments" *(CTP, Park-and-Ride Lot Policies, policy 5)*. The site is located in an area that is predominately non-residential and ideally located along Mooreview Parkway which provides direct access to the Dulles Greenway. While the land use policies don't anticipate regional park-and-ride lots in areas designated for TOD's, the proposed lot is temporary in nature and will be replaced in the future with uses that comply with the Business land use policies of the Plan.

The CTP calls for park-and-ride lots to be connected to the surrounding area by sidewalks or shared pathways to accommodate pedestrian and bicycle access *(CTP, Park-and-Ride Lot Policies, policy 1)*. Currently, the site contains an existing sidewalk located along the frontage of Moorview Parkway. However, there are no existing sidewalks or trails along Ryan Road. At this time, it is not financially feasible for the County to construct a sidewalk along Ryan Road for the temporary park-and-ride lot. It should be noted, however, that express bus service will also be provided to the existing commuter lot within the nearby Southern Walk Village Center which is located in the residential portion of Broadlands and better suited to handle pedestrian and bicycle commuters. Further, pedestrian facilities will be provided at the time of the hotel development in accordance with the Special Exception application.

While typically, pedestrian and bicycle accommodations are recommended to serve park-and-ride lots, due to the temporary nature of the facility(approximately 4-5 years), and the fact that there is no residential development located in direct proximity of the site, it may be acceptable to forgo the pedestrian facilities until such time as the hotel is developed.

Staff recommends approval of the park-and-ride facility provided that it is a temporary use for the site prior to the development of the hotel as proposed in the Special Exception application.

RECOMMENDATIONS

The applicant has addressed the outstanding issues outlined in the first and second referral related to the location and timing of the hotel and can recommend approval of the Special Exception and Zoning Concept Plan Amendment applications for the hotel use. Staff further recommends approval of the Zoning Concept Plan Amendment for the park-and-ride lot, on the provided that it is a temporary use to accommodate the regional need for bus service during the Metrorail construction at Tysons Corner. The temporary use will cease to exist when development of the hotel, as proposed in the Special Exception application, commences.

cc: Julie Pastor, AICP, Planning Director
Cynthia Keegan, AICP, Program Manager, via e-mail

County of Loudoun

Department of Planning

MEMORANDUM

DATE: January 5, 2009

TO: Sophia Fisher, Project Manager

FROM: Kelly Williams, Planner
Community Planning

SUBJECT: SPEX 2008-0032 Broadlands South, Section 204, Hotel, 2nd Referral

PROJECT DESCRIPTION

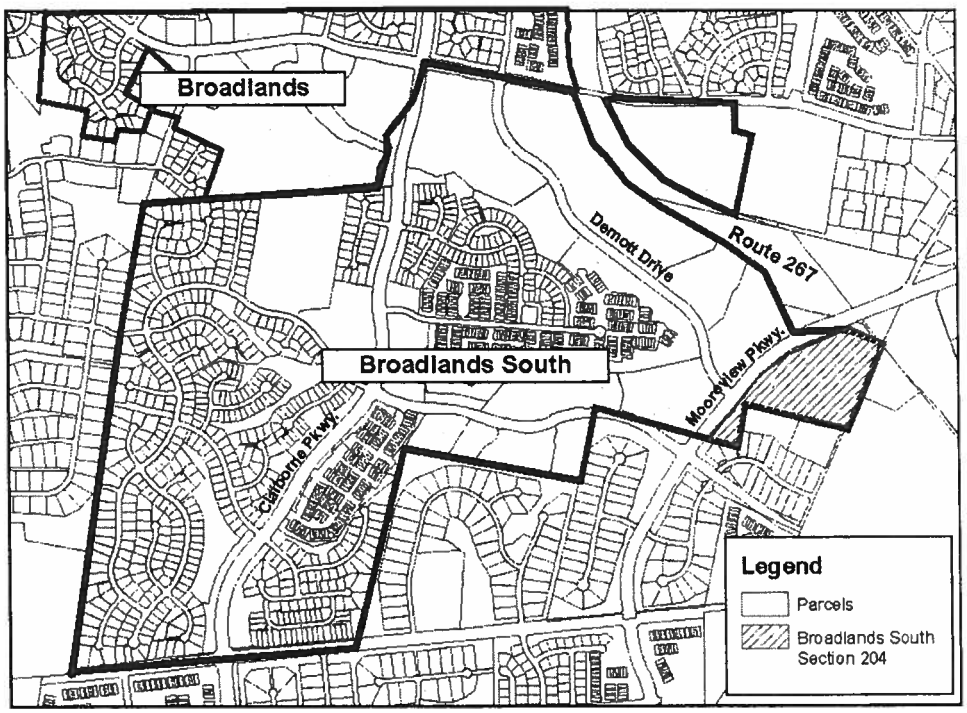
Broadlands Commercial Development, LLC has submitted an application for a Special Exception in order to permit a 160 room hotel in the PD-H4 (Planned Development – Residential) zoning district (administered as PD-OP, Planned Development-Office Park). The property consists of 5.4 acres and is a component of Section 204 of the Broadlands South development.

The parcels that are the subject of this application are located on the south side of the Dulles Greenway (Rt. 267), just east of the Mooreview Parkway, and are accessed by Old Ryan Road. Moorefield Station, a transit-oriented mixed use community which was approved for approximately 6 million sq. ft. of office, 700,000 sq. ft. of retail, and 4,000 dwellings, is located directly east of the property.

The site has been previously mass graded and contains no significant vegetation. There are no floodplain, steep slopes, historic, or archaeological resources on the site. A portion of the property is located within the LDN 60 1-mile buffer of the Washington Dulles International Airport.

This is the second submission of the application. The applicant has responded to first submission comments by providing a revised statement of justification, response letter and a revised Special Exception plat dated November 7, 2008. The remaining outstanding issues are described below. This referral is intended to be supplementary to Community Planning's July 10, 2008 referral.

Vicinity Map



COMPLIANCE WITH THE COMPREHENSIVE PLAN

Guidance for development of the subject property is provided by the Revised General Plan and the Toll Road Plan (TRP). Being the newer of the two plans, the Revised General Plan supersedes the TRP when there is a policy conflict between the two and when the Revised General Plan provides more details on any aspect of land development. The Revised Countywide Transportation Plan (CTP), the Countywide Retail Plan Amendment (Retail Plan), and the Bicycle and Pedestrian Mobility Master Plan (Bike/Ped Plan) also apply.

The subject property is located in the Ashburn community of the Suburban Policy Area, in an area planned for Business uses (*Revised General Plan, Planned Land Use Map, pg. 7-23*). The Revised General Plan calls for Business areas to develop as either Regional Office or Light Industrial communities.

OUTSTANDING ISSUES

1. Market Study

Staff recommended the applicant provide a statement describing the catchment or market area to be served and an analysis by the applicant of existing and proposed competing projects. The Plan indicates that a market study will be used to evaluate Business Community land use proposals (Revised General Plan, Policy 3a, pg. 6-20). "In evaluating Business proposals, the following will be considered: The market area and population threshold (which should be large enough for the proposed business use to financially support itself and not depend upon that portion of the population that is already served by existing and proposed projects)..." (Revised General Plan, Policy 3a, pg. 6-20).

The applicant has provided a market analysis prepared by RevPAR International. The study indicates that the there is market support for a new hotel at the subject location over the long term, and given its access, visibility and location to area amenities it would make an excellent site for a hotel. With the analysis of the current market area, the timing of surrounding development, and hotel supply and demand, the market analysis concluded that "the most prudent course of action at this time is to delay the hotel project until several proposed commercial projects come to fruition and new hotel supply already under construction has opened and been absorbed in the market.

Staff agrees with RevPAR International's analysis that a hotel in this location may be appropriate in the long term market. However, it appears that development of the hotel is premature at this time and may impair the viability of neighboring hotels that have been previously approved. Staff is not able to support the Special Exception request.

2. Location

Staff recommended that the applicant demonstrate how the hotel is employment supportive to the businesses in the Broadlands development. As stated above the applicant has provided a market analysis to demonstrate that the location of the hotel can be supported by the surrounding area. The analysis states that in the long term, the hotel could be supported in this location by local business development, as well as activity related to its proximity to the adjacent Moorefield Station development and the Washington Dulles International Airport.

Staff agrees with RevPAR International's analysis that a hotel in this location may be appropriate in the long term market. However, it appears that development of the hotel is premature at this time and may impair the viability of neighboring hotels that have been previously approved. Staff is not able to support the Special Exception request.

3. Land Use

In the first referral, additional information was requested regarding how this proposal meets the retail policies of the Plan with respect to land use mix.

The applicant has provided information related to the original proffers approved with the Broadlands rezoning (ZCPA 1994-0005 and ZMAP 1995-0006). The approved proffers and concept plan allow for 474,000 square feet of retail and service uses. According to the response letter dated November 7, 2008, the amount of existing and currently proposed retail and service space, including the proposed hotel, is approximately 454,000 square feet. This amount is in keeping with the proffered rezoning of the property.

The applicant is not asking for additional retail and service uses above and beyond what was approved in the original proffered rezoning. This issue has been resolved.

As stated above, staff is not able to support the proposed hotel, however should this application be considered further, the following issues should be addressed.

Site Design

In the first referral, it was recommended that the proposal be revised to provide information on the physical design of the site in order to address the Design Guidelines of the Retail Plan. Specifically, the proposal should include detailed information regarding: building design and architecture; circulation and parking; landscaping and buffering; and signage and lighting.

The Special Exception Plat has been revised to provide a more detailed design of the site. The plat exhibits a unity of design through architectural features; provides usable outdoor spaces; and includes substantial landscaping and buffering within parking areas and along street frontages as called for in the Plan. The design includes pedestrian and bicycle accommodations (including bike racks) which provide safe and efficient connections both internally and externally to the site. Additionally, a trail has been provided along Old Ryan Road to connect the adjacent Moorefield Station property to the Broadlands South property. Through conditions of approval the applicant has addressed the design and function of lighting fixtures and light trespass. The applicant is also proposing areas of usable open space with commitments to provide picnic tables and benches for employees and guests.

Staff finds that the site design and layout exhibits the design features envisioned by the Plan and supports the proposed conditions of approval as a means to ensure compliance with the Plan. These issues are resolved.

Noise Associated with Ldn 60

The response letter from the applicant points out that policy 7, of the Airport Noise Policies restrict the requirement of acoustical treatment to new residential units only. This is correct, however, according to the table on page 5-45 of the Plan, a hotel is considered to be a noise sensitive use *(Revised General Plan, table, pg. 5-45)*. This proposal falls within the 1-mile buffer of the Ldn 60 contour. Acoustical treatment should be considered to ensure that interior noise levels of the hotel do not exceed a sound level of 45 db(A). Although Policy 7b, p. 5-46 states that acoustical treatment is needed for residential uses within the Ldn 60 – 65 noise contour, staff believes the intent of the policy was to protect all noise sensitive uses, both residential and otherwise. As stated previously, a hotel is one of the activities listed in the Noise Abatement Criteria (NAC) table on p. 5-45 of the Plan.

The applicant has noted that the hotel will comply with a Broadlands South proffer, which includes a noise attenuation commitment for all retail buildings located within 200 feet of the Dulles Toll Road extended right of way. Mitigation measures could include adequate setbacks, earthern berms, wooden fences and vegetation. While this may address highway noise, these measures may not mitigate airport noise which would affect the higher portions of the proposed multi-story building (which may be up to 85' tall).

Staff continues to recommend the use of acoustical treatment for the hotel to ensure that interior noise levels do not exceed a sound level of 45 db(A).

RECOMMENDATIONS

Staff is not able to support the Special Exception request as it appears that development of the hotel is premature at this time and may impair the viability of neighboring hotels that have been previously approved.

However, should this application be considered further, the following issues should be addressed:

- Continue to commit to the proposed site design and the related conditions of approval; and,
- Provide acoustical treatment for the hotel to ensure that interior noise levels do not exceed a sound level of 45 db(A).

Staff would be happy to meet with the applicant to discuss these issues.

cc: Julie Pastor, AICP, Planning Director

Cynthia Keegan, AICP, Program Manager, via e-mail

County of Loudoun

Department of Planning

MEMORANDUM

DATE: July 10, 2008

TO: Sophia Fisher, Project Manager

FROM: Kelly Williams, Planner
Community Planning

SUBJECT: SPEX 2008-0032 Broadlands South, Section 204, Hotel

PROJECT DESCRIPTION

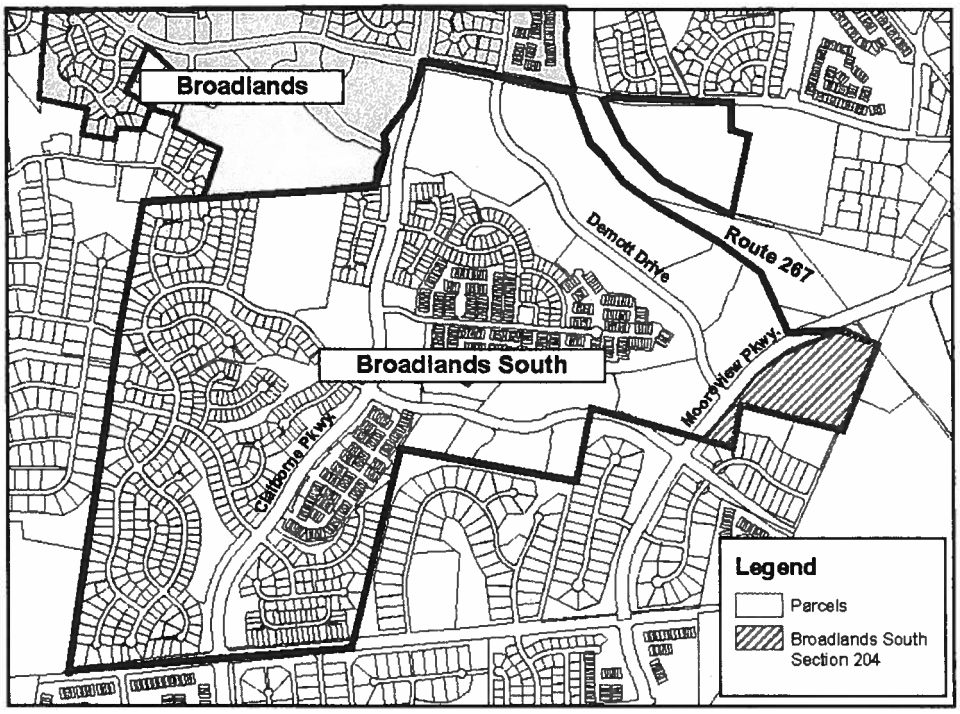
Broadlands Commercial Development, LLC has submitted an application for a Special Exception in order to permit a 160 room hotel in the PD-H4 (Planned Development – Residential) zoning district (administered as PD-OP, Planned Development-Office Park). The property consists of 5.4 acres and is a component of Section 204 of the Broadlands South development.

The overall Broadlands community is an approximately 1,500-acre, mixed-use development located south and west of the Dulles Greenway (Route 267) and east of Belmont Ridge (Route 659). Broadlands is comprised of two communities - Broadlands and Broadlands South. Broadlands contains approximately 2,266 dwelling units and 2,443,700 square feet of office and retail uses. Broadlands South contains approximately 1,495 dwelling units and 1,673,679 square feet of office and retail uses.

The parcels that are the subject of this application are located on the south side of the Dulles Greenway (Rt. 267), just east of the Mooreview Parkway, and are accessed by Old Ryan Road. Moorefield Station, a transit-oriented mixed use community which was approved for approximately 6 million sq. ft. of office, 700,000 sq. ft. of retail, and 4,000 dwellings, is located directly east of the property.

The site has been previously mass graded and contains no significant vegetation. There are no floodplain, steep slopes, historic, or archaeological resources on the site. A portion of the property is located within the LDN 60 1-mile buffer of the Washington Dulles International Airport.

Vicinity Map



COMPLIANCE WITH THE COMPREHENSIVE PLAN

Guidance for development of the subject property is provided by the Revised General Plan and the Toll Road Plan (TRP). Being the newer of the two plans, the Revised General Plan supersedes the TRP when there is a policy conflict between the two and when the Revised General Plan provides more details on any aspect of land development. The Revised Countywide Transportation Plan (CTP), the Countywide Retail Plan Amendment (Retail Plan), and the Bicycle and Pedestrian Mobility Master Plan (Bike/Ped Plan) also apply.

ANALYSIS

1. Land Use

The subject property is located in the Ashburn community of the Suburban Policy Area, in an area planned for Business uses (*Revised General Plan, Planned Land Use Map, pg. 7-23*). The Revised General Plan calls for Business areas to develop as either Regional Office or Light Industrial communities. Business Communities are intended to develop with a mix of uses where individuals can live, work, and play (*Revised General Plan, Text, pg. 6-20*). The regional office and/or light industrial component of the land use mix should be the predominant use in terms of percentage of site occupied; commercial retail and service uses (up to 10% of the total land area) are also permitted and should be accessory to the primary business function of the development (*Revised General Plan, Policies 2, pg. 6-29; Policy 5, pg. 6-29; and Design Guidelines, pg. 11-14).*

The property is also located adjacent to Moorefield Station, a Transit Oriented Development (TOD) and the future transit stop planned along the Dulles Greenway. The majority of the site falls within the designated Outer Core of the TOD, an area located between approximately ½ mile and ¼ mile from the transit stop. The remainder of the site is located in the Transit Supportive Area (TSA), an area located between approximately ½ mile and one mile from the transit stop (*Revised General Plan, Policy 15, gp. 6-25*).

Planned Land Use Map

The TOD is envisioned as a mix of high-intensity land uses ranging from high density residential, regional offices, entertainment and cultural centers, and other business and support services concentrated close to the transit stop *(Revised General Plan, Text, pg. 6-21).* Beyond the ½ mile radius of the Outer Core, is the transit supportive area (TSA) with Business as the underlying planned land use. Transit supportive areas are intended to provide a mix of land uses that complement and support TOD land uses with a site layout that fosters multimodal connections to the transit station *(Revised General Plan, Policies 17 and 18, pg. 6-25).* The TSA is intended to provide a transitional and complementary area between the high-density core of the TOD and the surrounding development pattern (*Revised General Plan, Policy 16, pg. 6-25*).

Approximately 280 acres of the Broadlands community is currently approved for commercial, industrial and retail development. Section 204 is part of that overall approved commercial area.

Employment and employment supportive uses would be considered appropriate in both the Business and TOD policy areas. As this parcel is considered part of the employment area of the Broadlands community, the land use mix for Regional Office would apply to the site. An existing and proposed land use mix for the commercial landbays has been provided by the applicant. Upon review of the previously approved uses, it appears office is the predominate use as envisioned by the Plan, with retail and service uses exceeding the maximum allowed by 3%. The proposed hotel would increase the retail and service component to 5% over what is anticipated by the Plan *(Revised General Plan, policy 2, pg. 6-28).*

The Retail Plan further defines the retail and service component for areas planned for Business as "employment supportive" and limits that component to 5% of the proposed square footage of the employment uses it is serving *(Retail Plan, policy 2, pg. 18).* Employment supportive uses are intended to provide convenient retail and personal service uses to employees and businesses in surrounding office and industrial parks *(Retail Plan, policy 1, pg. 18).* In addition, retail and service uses are to be developed on a pro-rata basis in proportion to the non-residential development as construction occurs (i.e. 100,000 sq. ft of office per 5,000 sq. ft. of retail constructed *(Retail Plan, policy 3, pg. 18).* It is unclear if the Retail Plan policies are being met as no information regarding the relationship of retail and service square footage and office square footage has be provided. Further, no phasing information has been included in the application.

Staff requests additional information regarding how this proposal is meeting the retail policies of the Plan with respect to land use mix.

2. **Market Study**

The Plan indicates that a market study will be used to evaluate Business Community land use proposals (*Revised General Plan, Policy 3a, pg. 6-20*). "In evaluating Business proposals, the following will be considered: The market area and population threshold (which should be large enough for the proposed business use to financially support itself and not depend upon that portion of the population that is already served by existing and proposed projects)..." (*Revised General Plan, Policy 3a, pg. 6-20*). A market study has not been included with the submitted materials. There are several approved hotels located in the vicinity of this site including ones in Loudoun Parkway Center, Dulles Parkway Center and Loudoun Station. Hotels are also expected to be developed as part of the adjacent Moorefield Station. Staff is concerned that there may be too many hotels along the Dulles Greenway to support an additional hotel in this location and is not able to assess the service area until the market analysis is provided.

Staff recommends the applicant provide a statement describing the catchment or market area to be served and an analysis by the applicant of existing and proposed competing projects.

3. **Location**

As stated above, employment supportive uses are intended to provide convenient retail and personal service uses to employees and businesses in surrounding office and industrial parks *(Retail Plan, policy 1, pg. 18).* They are to be located internal to the business community they are serving *(Retail Plan, matrix, pg.22).* Section 204 is part of the overall commercial component of the Broadlands community, however the site is geographically separated from the other

commercial sections of the development. It is separated by Mooreview Parkway and approximately 11 acres of environmental features, including Beaverdam Run and associated floodplain. The office uses planned for Broadlands are located on the other side of the 11 acre parcel and have no real relationship to the proposed site. While Section 204 includes a proposed office building located across Old Ryan Road from the proposed hotel, the hotel is separated from the overall business area it is intended to be serve.

The proposed hotel does not appear to be employment supportive as envisioned by the Plan, as it is not located in proximity to the entire business component of the Broadlands development. Staff recommends that the applicant demonstrate how the hotel is employment supportive to the businesses in the Broadlands development as it is physically separated from those uses by Mooreview Parkway and significant environmental features.

4. <u>Site Design</u>

The Plan provides guidance regarding the layout and architectural design of retail and service uses in the County that would apply to the proposed hotel use. Specifically, the Plan calls for a compact site design that makes the buildings, not the parking areas, the prominent feature of the site; exhibits a unity of design through architectural features; provides usable outdoor spaces; adequately screens mechanical equipment; and provides substantial landscaping and buffering within parking areas and along street frontages (*Retail Plan, Policies A1-D2, pgs. 20 & 21*).

The proposed design is a stand-alone building oriented to Mooreview Parkway with surface parking located in the front of the building. The side façades will face the Dulles Greenway and Old Ryan Road. The subject property abuts the western boundary of Moorefield Station with the adjacent parcel to be developed with a Public Safety Center. The Public Safety Center will be provided access to Old Ryan Road through the parking area of this site.

The proposed application lacks information pertaining to building design, landscaping, and signage & lighting. The SPEX plat depicts what the parking layout and building footprint would look like, but no specific information has been submitted regarding the design of the hotel use.

The proposal lacks information on the physical design of the site. Staff recommends the proposal address the Design Guidelines of the Retail Plan, as outlined above. Specifically, staff recommends the application be revised to include detailed information regarding: building design and architecture; circulation and parking; landscaping and buffering; and signage and lighting.

a. Pedestrian and Bicycle Circulation

The Plan policies state that the road network within the TSA should complement and support the TOD area street network by providing multiple and direct vehicular, bicycle, and pedestrian connections to the transit station (*<u>Revised General Plan</u>, Policy 18, pg. 6-25*). This application should take advantage of its proximity to the future transit stop and create a true transitional design that would give equal weight to the pedestrian and the automobile. Given the site's proximity to the proposed transit stop and the uses proposed on the site,

both intraparcel and interparcel connections are important to this project. The site is accessed on Old Ryan Road that is planned to extend southeast into the Moorefield Station development.

Staff recommends that an external and internal pedestrian and bicycle system be provided that includes safe and efficient connections to the various buildings in Section 204 and to the adjacent properties of Broadlands and Moorefield Station. A green space/landscaped buffer area should also be provided between pedestrian and vehicular areas, including both roadways and parking lots.

b. Lighting

The Revised General Plan promotes the use of lighting for public safety and visibility without the nuisance associated with light pollution (*Revised General Plan, Policy 1a, pg. 5-42*). The Retail Plan also specifies that all lighting should be designed to reduce glare and spillage of light onto adjoining properties and streets.

Staff recommends a condition limiting the intensity of the lighting as well as light trespass.

5. Open Space

The Revised General Plan policies call for Business communities to provide a minimum of 10% open space (*Revised General Plan, Policies 2 & 5, pg. 6-29).* The Plan states that "interesting public open spaces and parks" will help create a unique community *(Revised General Plan, Design Guidelines, pg. 11-14).* Business land use areas will provide public and civic space of the following types: plazas, public art, entrance features" *(Revised General Plan, Policy 2, pg. 6-10).* It does not appear that the application is providing any usable outdoor space.

Staff recommends that the proposed development be revised to provide adequate public open space, other than just landscaped buffer areas, within the proposed development, including usable outdoor space for employees and guests.

5. Noise Associated with Ldn 60

For areas exposed to aircraft noise of greater than Ldn 65, the County prohibits the construction of new residential or other types of noise sensitive uses *(Revised General Plan, Policy 8, pg. 5-46).* For areas between the Ldn 60 – 65 aircraft noise contours the County will require acoustical treatment for all new dwelling units to ensure that interior noise levels within living spaces do not exceed a sound level of 45 db(A) *(Revised General Plan, Policy 7b, pg. 5-46).* According to the table on page 5-45 of the Plan, a hotel is considered to be a noise sensitive use *(Revised General Plan, table, pg. 5-45).* This proposal falls within the 1-mile buffer of the Ldn 60 contour. Acoustical treatment should be considered to ensure that interior noise levels of the hotel do not exceed a sound level of 45 db(A). Although Policy 7b, p. 5-46 states that acoustical treatment is needed for residential uses within the Ldn 60 – 65 noise contour, staff believes the intent of the policy was to protect all noise sensitive uses, both residential and otherwise. As stated previously, noise sensitive uses are listed in the Noise Abatement Criteria (NAC) table on p. 5-45 of the Plan. A hotel is one of the activities listed, and it is County's responsibility to protect noise sensitive uses from disturbance.

Staff recommends the use of acoustical treatment for the hotel to ensure that interior noise levels do not exceed a sound level of 45 db(A).

RECOMMENDATIONS

Community Planning staff is not able to recommend approval of this Special Exception request at this time because the proposed development does not fully conform to the Comprehensive Plan. A hotel in this location would increase that component to 5% over the maximum anticipated by the Plan. The Retail Plan limits the amount of the retail and service uses to 5% of the Business community it is serving. Staff recommends a statement describing the catchment or market area to be served and an analysis of the existing and proposed competing projects to determine if this site is a suitable location for a hotel. Further, detailed information regarding building design and architecture; circulation and parking; landscaping and buffering; signage and lighting and usable open space is requested to ensure compliance with the design guidelines of the Plan.

Staff would be happy to meet with the applicant to discuss these issues.

cc: Julie Pastor, AICP, Planning Director
Cynthia Keegan, AICP, Program Manager, via e-mail

COUNTY OF LOUDOUN

DEPARTMENT OF BUILDING AND DEVELOPMENT

ZONING ADMINISTRATION REFERRAL

DATE: June 29, 2009

TO: Sophia Fisher, Project Manager, Department of Planning

FROM: Rory L. Toth, Planner, Zoning Administration

CASE NUMBER AND NAME: ZCPA-2009-0006, Broadlands South, Section 204, Hotel, Office and Commuter Lot 1st Submission

MCPI: 119-19-7523

I. APPLICATION SUMMARY

Zoning staff has reviewed the above-referenced zoning concept plan amendment (ZCPA) application for conformance with the Revised 1993 Loudoun County Zoning Ordinance ("Zoning Ordinance").

The Applicant seeks approval of a ZCPA to amend the Broadlands South concept development plan (CDP) to permit a hotel, office and commuter parking on a 4.87 acre portion of Broadlands South, Section 204. This application is being processed concurrently with special exception (SPEX-2008-0032) for the proposed hotel use. The subject parcel contains approximately 17.87 acres and is zoned PD-H4, administered as PD-OP, under the Revised 1993 Loudoun County Zoning Ordinance.

The following issues have been identified and must be addressed in order for the application to be in conformance with the requirements of the Zoning Ordinance.

II. COMMENTS ON THE CONCEPT DEVELOPMENT PLAN

1. Add the application number "ZCPA-2009-0006" to the title of the CDP and in the blocks on the right-hand side of Sheets 2 and 3.

III. PROFFERS

1. **Proffer I.1. Land Use Concept Plan.** Regarding this proffer, Staff recommends that the referenced date of the Concept Plan prepared by J2Engineers be revised from June 16, 2009 to June 29, 2009. In addition, regarding Footnote #4 shown on Table 2 Proposed Development Program, referenced as Exhibit B, replace the word "approved" with the word "proposed."

Cc. Mark Stultz, Deputy Zoning Administrator

ATTACHMENT 1b

COUNTY OF LOUDOUN

DEPARTMENT OF BUILDING AND DEVELOPMENT

ZONING ADMINISTRATION REFERRAL

DATE: December 8, 2008

TO: Sophia Fisher, Project Manager, Department of Planning

FROM: Rory L. Toth, Planner, Zoning Administration RLT

CASE NUMBER AND NAME: SPEX-2008-0032 Broadlands South, Section 204 Hotel
2nd Submission

MCPI: 119-19-7523

I. APPLICATION SUMMARY

Zoning staff has reviewed the above-referenced special exception (SPEX) application for conformance with the Revised 1993 Loudoun County Zoning Ordinance ("Zoning Ordinance").

The Applicant seeks approval of a special exception to permit a 160 room hotel on a 4.87 acre portion of Broadlands South, Section 204. The subject parcel contains approximately 17.87 acres and is zoned PD-H4, administered as PD-OP, under the Revised 1993 Loudoun County Zoning Ordinance.

The following issues have been identified and must be addressed in order for the application to be in conformance with the requirements of the Zoning Ordinance.

II. CONFORMANCE WITH ZONING ORDINANCE REGULATIONS

1. *Previous Comment: According to County records, there is an active preliminary record plat (SBPR-2007-0011) associated with the subject parcel that will subdivide the 17.1 acre parcel into 3 parcels, one of which will be a 5.41 acre parcel for the proposed hotel use. Staff recommends that a condition of approval be drafted that states that the SBPR must be approved and recorded before the SPEX is approved.* Staff notes that SBPR-2007-0011 was recorded on December 4, 2008. Thus, update the PIN/Tax Map information, deed/book and page information and owner info as necessary on Sheet 1. In addition, clarify the gross and net parcel acreage for the site. The SPEX plat states that the property is 4.87 acres in size. However, the figure 205,885 sq. ft was used in the lot coverage calculation on Sheet 3. Clarify this discrepancy.

III. ISSUES FOR CONSIDERATION SECTION 6-1310.

3. Previous Comment: *(J) Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services. As shown on the SPEX plat and preliminary/record plat SBPR-*

2007-0011, a portion of land on the south side of the subject property will be used to provide an emergency and public access easement for the proposed Moorefield Station Safety Center located on the parcel to the east. Proffer II.G of ZMAP-2001-0003 requires that the developer provide a public road to the safety center and Section 4-1121(D) requires service by a public road for the proposed use. Please provide proof that an easement agreement has been reached, or provide the instrument number of a land or easement dedication to the County that provides public road access to this site, as it impacts the traffic circulation on the subject parcel for the hotel use. Also, clarify when the emergency/public access easement shown on the SPEX plat will be constructed. In addition, clarify who will be responsible for the maintenance of such easement and provide documentation as to whether additional safety measures (e.g. signals, preemptive measures, signage, road improvements) are required at the intersections near the hotel. Staff defers additional comment to Fire, Rescue & Emergency Services, the Office of Transportation Services and VDOT. Comment not resolved. Provide documentation clarifying who will be responsible for construction and maintenance of said public access easement.

IV. CONDITIONS OF APPROVAL.

1. Regarding Condition #2, it states that stormwater management will be provided either off-site in another portion of Section 204 or in underground structures on the hotel property. The SWM/BMP shown on the SPEX plat is located within a proffered tree save area, which is not permitted. Resolve this issue.

2. Regarding Condition #3, it states that the Applicant will provide a minimum of 2 picnic tables with benches in the usable open space areas designated on the Plat. Staff notes that the usable open space areas are not delineated on the plat.

3. Regarding Condition #6, SBPR-2007-0011 was recorded on 12-4-08. Thus, this Condition is not necessary.

Cc. Mark Stultz, Deputy Zoning Administrator

COUNTY OF LOUDOUN

DEPARTMENT OF BUILDING AND DEVELOPMENT

ZONING ADMINISTRATION REFERRAL

DATE: July 18, 2008

TO: Sophia Fisher, Project Manager, Department of Planning

THROUGH: Mark Stultz, Deputy Zoning Administrator

FROM: Rory L. Toth, Planner, Zoning Administration RLT

CASE NUMBER AND NAME: SPEX-2008-0032 Broadlands South, Section 204 Hotel
1st Submission

TAX MAP/PARCEL NUMBER: LCTM: /78/A44//S204/ **MCPI:** 119-19-2598

I. APPLICATION SUMMARY

Zoning staff has reviewed the above-referenced special exception (SPEX) application for conformance with the Revised 1993 Loudoun County Zoning Ordinance ("Zoning Ordinance"). The materials submitted for review of the application are those materials listed on the referral cover memo dated June 5, 2008.

The Applicant seeks approval of a special exception to permit a 160 room hotel on a 5.4 acre portion of Broadlands South, Section 204. The subject parcel contains approximately 17.7 acres and is zoned PD-H4, administered as PD-OP, under the Revised 1993 Loudoun County Zoning Ordinance.

The following issues have been identified and must be addressed in order for the application to be in conformance with the requirements of the Zoning Ordinance.

II. CONFORMANCE WITH ZONING ORDINANCE REGULATIONS

1. According to County records, there is an active preliminary record plat (SBPR-2007-0011) associated with the subject parcel that will subdivide the 17.1 acre parcel into 3 parcels, one of which will be a 5.41 acre parcel for the proposed hotel use. Staff recommends that a condition of approval be drafted that states that the SBPR must be approved and recorded before the SPEX is approved.

2. Clarify when the roadway dedication and improvements shown on Sheet 4 will be constructed and who will be responsible for such improvements.

3. Provide a running tabulation which demonstrates compliance with ZCPA-1997-0004 regarding the maximum overall square footage of office permitted in Broadloands South.

4. The PD-OP requirements table on Sheet 3 states that the total proposed building lot coverage is 22,530 square feet while the label on the building states the footprint is 18,400+-. Resolve this discrepancy.

5. **Section 4-110 (C) and (E).** Staff notes that a one-way out drive on the east side of the property will connect with the public access easement to be used by the Moorefield Station Safety Center. Demonstrate how vehicular access coming from the off-street parking areas of the hotel will promote safe traffic flow while also providing adequate ingress/egress for the Moorefield Station Safety Center. Staff defers additional comment regarding the safety of pedestrians and convenient, safe traffic circulation to the Department of Fire and Rescue Services, VDOT and OTS.

6. **Section 4-307(E). Site Planning.** Outdoor storage, areas for collection of refuse, loading areas and parking from streets, agricultural and residential uses must be screened with landscaping, buffering and screening.

7. **Table 5-1102. Off-Street Parking Requirements.** Clarify whether the hotel will contain uses such as restaurants, restaurant/banquet and meeting rooms, as additional parking spaces and loading spaces will be required for these uses. Revise the off-street parking and loading tabulations on Sheet 3 accordingly. Also, the number of proposed parking spaces stated in the Parking and Loading Table on Sheet 3 conflicts with the number of spaces drawn on Sheet 3. Clarify this discrepancy.

8. **Section 5-1504 Light and Glare Standards.** Add a note to Sheet 1 stating that the proposed use will meet the regulations stated in Section 5-1504.

9. **Section 5-1507 Noise Standards.** Add a note to Sheet 1 stating that the proposed use will meet the regulations stated in Section 5-1507.

10. Proffer III.C.14 of the Broadlands Proffer Statement states, "Developer shall construct, in accordance with the County's FSM, a pedestrian trail system consisting of sidewalks and trails to provide connections between land bays and private and public recreational areas as well as to adjacent properties." It is noted that sidewalks and/or trails are proposed around the hotel, however, provide additional information concerning when sidewalk/trail connections to adjacent land bays and adjacent properties will be provided and delineate such connections on the SPEX plat.

11. Staff notes that a 200 foot noise attenuation line, measured from the Dulles Greenway right-of-way that was created with the Broadlands zoning map amendment, is shown on the SPEX plat going through the proposed hotel building. Demonstrate how the hotel will be in conformance with Proffer X.62 (a) of the Broadlands/Broadlands South proffer statement regarding noise attenuation in commercial buildings.

III. CONFORMANCE WITH ZONING ORDINANCE OVERLAY DISTRICTS.

1. **Section 4-1400. Airport Impact Overlay District**. The subject property is located within the LDN60 1-mile noise buffer contour of the Airport Impact Overlay District (AI). Staff recommends adding a condition of approval regarding the AI noise impacts.

IV. ISSUES FOR CONSIDERATION SECTION 6-1310.

1. (A) *Whether the proposed special exception is consistent with the Comprehensive Plan.* Zoning Staff defers to Community Planning in the Department of Planning regarding this issue.

2. (D) *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.* Please be advised that Section 5-1504 applies to the proposed use.

3. (F) *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses.* Section 5-1400 applies to the proposed use and will be reviewed in detail during site plan review.

4. (J) *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.* As shown on the SPEX plat and preliminary/record plat SBPR-2007-0011, a portion of land on the south side of the subject property will be used to provide an emergency and public access easement for the proposed Moorefield Station Safety Center located on the parcel to the east. Proffer II.G of ZMAP-2001-0003 requires that the developer provide a public road to the safety center and Section 4-1121(D) requires service by a public road for the proposed use. Please provide proof that an easement agreement has been reached, or provide the instrument number of a land or easement dedication to the County that provides public road access to this site, as it impacts the traffic circulation on the subject parcel for the hotel use. Also, clarify when the emergency/public access easement shown on the SPEX plat will be constructed. In addition, clarify who will be responsible for the maintenance of such easement and provide documentation as to whether additional safety measures (e.g. signals, preemptive measures, signage, road improvements) are required at the intersections near the hotel. Staff defers additional comment to Fire, Rescue & Emergency Services, the Office of Transportation Services and VDOT.

IV. SPECIAL EXCEPTION PLAT ISSUES

1. As of June 16, 2008, the property is subject to the Revised 1993 Loudoun County Zoning Ordinance. Revise General Note #1 on Sheet 1 accordingly.

2. In General Note #2 on Sheet 1, replace the words "boundary line adjustment" with "preliminary/record plat subdivision" when referring to SBPR-2007-0011.

3. Generally, re-label "setbacks" as "yards" on the plat.

Cc. Mark Stultz, Deputy Zoning Administrator

DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: December 22, 2008

TO: Marilee Seigfried, Zoning Administration

FROM: William Marsh, Environmental Review Team Leader

THROUGH: Terrance Wharton, Director
Gary Clare, Chief Engineer

CC: Rory Toth, Zoning Administration

SUBJECT: SPEX-2008-0032, Broadlands South S 204 Hotel – 2nd Submittal

The Environmental Review Team (ERT) reviewed the subject application.

Recommendations

1. Staff notes that the applicant elects not to pursue LEED certification. Staff recommends consideration of the following LEED traits that are touted by current or recent applicants as practical design features. Applying these measures does not require LEED certification:

   - Water efficient plumbing fixtures
   - Bicycle storage and shower facilities
   - Drought tolerant landscaping
   - Drip irrigation system
   - T-8 interior lighting
   - Light Emitting Dioide (LED) exit signs
   - Programmable heating, ventilation, and air conditioning (HVAC) controls
   - Energy management system
   - Windows with U-factor of 0.4 or less
   - Revolving doors at main entrance

2. In response to staff's noise attenuation recommendation, the applicant references approved proffers with ZMAP-2005-0003 that address noise attenuation for commercial buildings within 200 feet of the Dulles Greenway. Because these proffers do not mention the Noise Abatement Criteria (NAC) specified with the Aural Environmental policies of the Revised General Plan (Page 5-42), proffer compliance from a 1995 application may or may not meet NAC outcomes noted in the 2001 RGP.

ATTACHMENT 1c

Staff recommends that the applicant meet the proffered requirements in a manner that also meets RGP policies for NAC.

Please contact me if you need any additional information.

DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: July 8, 2008

TO: Sophia Fisher, Project Manager, Department of Planning

FROM: William Marsh, Environmental Review Team Leader

CC: Kelly Williams, Community Planner, Department of Planning

SUBJECT: SPEX-2008-0032, Broadlands South S 204 Hotel

The Environmental Review Team (ERT) reviewed the subject application. Our comments pertaining to the current application are as follows:

Recommendations

Regarding green building

1. Staff encourages a commitment in the design of the proposed structure to meet Leadership in Energy and Environmental Design (LEED) standards, as supported by the United States Green Building Council. With the second submittal, please include a LEED for New Construction or Core and Shell score sheet to indicate design commitments to site sustainability, water efficiency, energy and atmosphere, indoor air quality, efficient materials and resources use, and innovative design.

   LEED recognizes site sustainability, conservation of energy and water, and indoor air quality, among other goals. The Revised General Plan also encourages these goals in the General Water Policies supporting long-term water conservation (Policy 1, Page 2-20); the Solid Waste Management Policies supporting waste reduction, reuse, and recycling (Policy 2, Page 2-23); and the Air Quality Policies supporting the creation of pedestrian and bicycle facilities (Policy 1, Page 5-41). Furthermore, the County encourages project designs that ensure long-term environmental and economic sustainability, as discussed in the Suburban Policy Area, Land Use and Pattern Design text (Page 6-2). As of April 15, 2008, the Board of Supervisors also endorsed LEED as the preferred green building rating system for commercial construction and recommended the "COG Regional Green Standard" for private development, as described on pages 11-12 of "Greening the Washington Metropolitan Region's Built Environment", available at http://www.mwcog.org/environment/greenbuilding/.

2. No stormwater management or best management practice (SWM/BMP) information is provided with this application. Please provide sufficient information in plan view

project. Revised 1993 Zoning Ordinance Section 6-1310(H) includes the impacts of the development on water quality as an issue for consideration of a special exception.

3. Noise Policy 2 of the Revised Countywide Transportation Plan (CTP, Page 4-7) and the Highway Noise Policies in the Revised General Plan (Page 5-46) indicate that "all land development applications that propose land uses adjacent to any of the existing and/or proposed arterial and major collector roads will be designed to ensure that no residential or other type(s) of noise-sensitive use(s) will have traffic noise impacts which occur when the predicted traffic noise levels approach or exceed the noise abatement criteria," which are outlined on Table 4-1 on Page 4-8 of the CTP.

   Because the property is located adjacent to the Dulles Greenway and Mooreview Parkway, staff recommends that the applicant consider the following noise study commitment, similar to commitments provided with other approved projects:

   "The applicant will provide a noise impact study to the County that will determine the need for any additional buffering and noise attenuation measures along Dulles Greenway, the access ramp off of Mooreview Parkway, and Mooreview Parkway. The noise impact study shall be based upon the ultimate road configuration as defined in the Revised Countywide Transportation Plan and the ultimate design speed. Traffic volumes for the roadway will be consistent with either the 2030 forecast from the Loudoun County Transportation Forecasting Model or volumes projected at a time 10-20 years from the start of construction as confirmed by the Office of Transportation Services, based on the latest horizon year.

   This noise impact study will be conducted by a certified professional engineer and submitted to the County concurrently with the first site plan or construction plan, whichever is first in time. Noise impacts occur if noise levels substantially exceed the existing noise levels (a 10 decibel increase over existing levels) or approach (one decibel less than), meet, or exceed the Noise Abatement Criteria identified in the Revised Countywide Transportation Plan. For all impacted uses, noise attenuation measures shall be provided along the specified roadway or incorporated into proposed structures sufficient to mitigate the anticipated noise impacts prior to the issuance of occupancy permits for any impacted structures. Noise attenuation shall result in noise levels less than impact levels (2 decibels less than the Noise Abatement Criteria) and shall result in a noise reduction of at least 5 decibels. Where noise attenuation measures are needed, priority shall be given to passive measures (to include adequate setbacks, earthen berms, wooden fences, and vegetation). Structural noise attenuation measures (e.g., noise walls) shall only be used in cases where the mitigation cannot otherwise be achieved."

Due to the scope of the comments provided, staff requests an opportunity to review the subsequent submission of this application. Please contact me if you need any additional information.

County of Loudoun

Office of Transportation Services

MEMORANDUM

RECEIVED
JUL 0 2 2009
PLANNING DEPARTMENT

DATE: July 1, 2009

TO: Sophia Fisher, Project Manager
Department of Planning

FROM: Lou Mosurak, AICP, Senior Transportation Planner LM

SUBJECT: **ZCPA 2009-0006 – Broadlands South Section 204**
First Referral

Background

The subject Zoning Concept Plan Amendment (ZCPA) application requests approval to allow hotel uses (a special exception use) and temporary commuter parking uses (a by-right use) within a portion of Broadlands South Section 204. The hotel uses would not be implemented until after the cessation of the temporary commuter parking uses. The 4.87-acre site is zoned PD-OP (Planned Development – Office Park) and is located in the southeast quadrant of the intersection of Old Ryan Road (Existing Route 772) (future Moorefield Boulevard) and Mooreview Parkway (Route 772 Relocated). Access to the site is proposed from Old Ryan Road/future Moorefield Boulevard.

The proposed hotel use was previously reviewed as part of SPEX 2008-0032, currently under review by the Planning Commission. The proposed commuter parking lot would contain a maximum of 150 spaces and would be a temporary facility from which AM and PM peak period Loudoun County commuter bus service would operate to/from the Tysons Corner area. This bus service, which would commence operations in September 2010 and continue for a period of four and a half years, is part of the Dulles Corridor Metrorail Project's transportation management planning efforts to mitigate the effects of rail construction in the Tysons Corner area.

This application is necessary to clarify that additional uses (other than office) are permitted and/or permissible as development options for this site. It is noted that the traffic impacts of the proposed hotel use and the planned road network have been reviewed in previous Office of Transportation Services (OTS) referrals (for SPEX 2008-0032). While not directly related to the hotel application, representatives of both Broadlands and Moorefield Station have agreed to facilitate a realignment of the section of Old Ryan Road (future Moorefield Boulevard) in the vicinity of the site in order to improve access to the future Route 772 Metrorail Station. No changes to the existing road network are contemplated as part of the subject ZCPA application.

In its consideration of this application, OTS reviewed materials received from the Department of Planning on June 23, 2009, including (1) a statement of justification prepared by the Applicant, revised through June 22, 2009; (2) a draft proffer statement, dated June 22, 2009; and (3) a zoning concept plan amendment plat (plan set) prepared by J2 Engineers, Inc., dated June 2009.

Trip Generation Comparison

Given previous review of the traffic study for the proposed hotel use on the site, OTS staff focused its current review on the comparison of trips that would be generated by potential office, hotel and commuter parking uses, respectively. The following table illustrates the number of peak hour and daily vehicle trips that would be generated by each use:

Estimated Site Trip Generation Analysis

Land Use	Amount	AM Peak Hour			PM Peak Hour			Daily Total (ADT)
		In	Out	Total	In	Out	Total	
Office *(permitted by-right)* (ITE Code 710)	82,790 square feet	142	19	161	29	143	172	1154
Hotel *(permissible w/ SPEX and ZCPA)* (ITE Code 310)	160 occupied rooms	62	45	107	55	57	112	1427
Park & Ride Lot w/Bus *(permitted by-right w/ ZCPA)* (ITE Code 90)	150 parking spaces	73	18	91	21	70	91	723

Source: Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition

It is noted that the proposed commuter parking lot (park and ride lot with bus) generates fewer AM, PM, and total daily trips than either the approved office or proposed hotel uses on site.

Conclusion

OTS has no objection to the approval of the subject ZCPA application given the temporary nature of the commuter parking facility, its lower trip generation, and planned future improvements to this segment of Old Ryan Road.

cc: Andrew Beacher, Assistant Director, OTS
Nancy Gourley, Transit Division Manager, OTS
Tom Farley, Dulles Rail Coordinator, OTS

County of Loudoun

Office of Transportation Services

MEMORANDUM

RECEIVED
MAY 06 2009
PLANNING DEPARTMENT

DATE: May 6, 2009

TO: Sophia Fisher, Project Manager
Department of Planning

FROM: Lou Mosurak, AICP, Senior Transportation Planner LM

SUBJECT: **SPEX 2008-0032 – Broadlands South Hotel**
Supplemental Referral – Future Traffic on Old Ryan Road (Route 772)

This referral serves to update the status of the Old Ryan Road alignment and capacity issues identified in the previous OTS supplemental referral dated February 26, 2009. In those comments, OTS noted that forecasted traffic volumes anticipated to access the future Route 772 Metrorail station from the north and west (i.e., via southbound Ashburn Village Boulevard and the eastbound Dulles Greenway Exit 6 off-ramp) would likely require an alternate east-west road connection aligning with Demott Drive or modifications to the currently planned alignment and cross section of Old Ryan Road along the frontage of this site.

To evaluate these options, OTS staff met with representatives of both Broadlands (The Van Metre Companies) and Moorefield Station (Claude Moore Charitable Foundation) on several occasions in March and April 2009. It was determined that modifications to the currently planned alignment and cross section of Old Ryan Road, resulting in a more direct and wider connection between Ashburn Village Boulevard/Mooreview Parkway and the future rail station site within the Moorefield Station development, was the preferred solution. To this end, Moorefield Station representatives prepared a conceptual design for the realigned roadway (Moorefield Boulevard) and Broadlands representatives prepared a traffic analysis analyzing future projected traffic volumes in the area utilizing the proposed roadway design; the traffic analysis *(Attachment 1)* confirms that anticipated future traffic volumes necessitate the need for a wider (four- to five-lane) urban road section in this location instead of the three-lane rural section previously anticipated. Dual right turn lanes are also necessary to accommodate anticipated volumes turning right from westbound Moorefield Boulevard to northbound Ashburn Village Boulevard/Mooreview Parkway. The proposed design also results in a new T-intersection of Old Ryan Road and Moorefield Boulevard east of the hotel site (within Moorefield Station). The roadway design has been shared with VDOT representatives as well as staff from the Loudoun County Office of Capital Construction and the Department of Fire, Rescue & Emergency Services; the latter two agencies are currently developing plans for a fire and rescue station (adjacent to the hotel site).

The revised SPEX plat (Sheets 3 and 4 of the plan set, revised through May 1, 2009) depicts (1) existing/interim (on Sheet 3) and future (on Sheet 4) lane use configurations, and (2)

ultimate right-of-way (ROW) demarcations (on both Sheets 3 and 4). The future lane use configuration and ultimate ROW demarcations depicted are consistent with the revised roadway design and traffic analysis. It is also noted that the revised SPEX plat continues to illustrate a secondary ingress/egress for the future fire and rescue station for both the current road alignment (Old Ryan Road) and future alignment (Moorefield Boulevard).

OTS staff notes that the interim and ultimate roadway improvements, as shown on Sheets 3 and 4 of the plat, respectively, for the segment of roadway between Mooreview Parkway and the main entrance to the hotel site, are identical. Based on meetings with the Applicant, it is anticipated that the Applicant (Broadlands) would agree to construct these improvements (i.e., from Mooreview Parkway east to the main hotel entrance) in conjunction with development of the hotel site, if not sooner, and that others would be responsible for construction of the remaining portion of road improvements (i.e., from the main hotel entrance east to the Moorefield Station property line and beyond) in the future as development (including the Route 772 Metrorail Station) occurs within Moorefield Station.

OTS appreciates the efforts and cooperation of both Broadlands and Moorefield Station to effect the revised roadway configuration, which will result in improved access to the future rail station and surrounding area.

Conclusion

OTS has no objections to the approval of the subject hotel application, provided that conditions of approval be included which require the Applicant to (1) dedicate the on-site ROW depicted on the SPEX plat to the County upon request at no public cost, and (2) construct or bond for construction the improvements, depicted on Sheet 3 of the SPEX plat, between Mooreview Parkway and the eastern edge of the curb return for the main entrance to the hotel site (ultimate road improvements), and, if others do not construct the remaining segment of the ultimate realigned roadway (Moorefield Boulevard) from the hotel entrance east to the Moorefield Station property line, construct or bond for construction the remaining improvements to the existing alignment of Old Ryan Road as shown on Sheet 3 of the SPEX plat.

ATTACHMENT

1. Old Ryan Road Traffic Analysis (April 23, 2009)

cc: Terrie Laycock, Director, OTS
Andrew Beacher, Assistant Director, OTS
Tom Farley, Dulles Rail Coordinator, OTS

RECEIVED
APR 24 2009
PLANNING DEPARTMENT

WELLS + ASSOCIATES

TO: Thomas Farley
Louis M. Mosurak, AICP
Loudoun County Office of Transportation Services

CC: Roy Barnett
Jeff Nein

FROM: Michael J. Workosky, PTP
Michael J. Buelow, E.I.T.
Wells + Associates, Inc

DATE: April 23, 2009

SUBJECT: **SPEX: 2008-0032, Broadlands South, Section 204 Hotel**
Response to Loudoun County Office of Transportation Services Comments;
Loudoun County, Virginia

Introduction

This document summarizes the comments and responses regarding the traffic impact study for the Broadlands South Section 204 project. The property is located at the southeast corner of Old Ryan Road (Route 772) and Mooreview Parkway (Route 267) in Loudoun County, Virginia. The responses are based on comments provided by Loudoun County Office of Transportation Services (OTS), dated February 26, 2009.

The comments provided by Loudoun County OTS are based on the revised Site Plan 2008-0032 dated January 12, 2009 and "Broadlands South Section 204" Special Exception TIA, dated November 18, 2008.

The following summarizes the comments and responses regarding the site plan revisions and traffic analysis. The above mentioned letter is included with this document

Summary of Loudoun County OTS Comments and Responses (February 26, 2009 letter from Art Smith)

It has come to my attention that background traffic levels on Old Ryan Road are likely to rise substantially at such time as the Route 772 Metro Road Station opens. Metrorail traffic volumes were not reflected in the traffic study for this application. Therefore, Old Ryan Road's classification as a local road with two through lanes will need to be reconsidered as part of the

1420 Spring Hill Road, Suite 600 • McLean, Virginia 22102 • 703 / 917-6620 • Fax: 703 / 917-0739

update of the Countywide Transportation Plan (CTP). Without relief from an alternate road link, Old Ryan Road will likely need to be expanded to a 4-lane, median divided road between Mooreview parkway and future Wynridge Drive. This would require considerably more right-of-way then is currently available at the hotel site as well as the parcel on the other side of the road.

If Old Ryan Road is to remain a local road, an alternate road link would need to be considered to serve Metrorail oriented traffic. This could be an extension of existing Demott Drive from Mooreview Parkway to old Ryan Road, where it would link with Moorefield Boulevard, which would serve the future Metrorail Station. A map depicting this alternate connection is attached. Should Demott Drive Extension prove to be the preferred alternative, it would need to be added to the updated CTP. OTS staff will provide additional information on these alternative at the Planning Commission Public Hearing.

Response: A meeting was held with OTS staff on March 16, 2009 and with OTS and VDOT representatives on April 16, 2009 regarding this comment. OTS requested that traffic forecasts be prepared for Old Ryan Road/Moorefield Boulevard to identify the appropriate cross section for this area assuming Demott Drive would not be extended. The current plan calls for a three-lane rural cross section with single through lanes in each direction, shoulder and ditch section, and separate turn lanes at the proposed hotel and by-right office driveways.

Traffic volume forecasts for 2025 were prepared for Old Ryan Road/Moorefield Boulevard based on the following studies:

- ***"Station Traffic Circulation Study", prepared by Dewberry, dated October 3, 2006.***
- ***"Loudoun Station Traffic Impact Study", prepared by Wells + Associates, dated January 24, 2002.***
- ***"Moorefield Station ITDSA Traffic Analysis", prepared by PHR&A, dated August 8, 2008.***
- ***"Broadlands Section 204 Special Exception Traffic Impact Analysis", prepared by Wells + Associates, dated November 18, 2008.***

The resultant traffic forecasts are summarized on Figure 1, and indicate that 1,600 to 1,700 vehicles are likely to be experienced along Old Ryan Road/Moorefield Boulevard during the AM or PM peak hour in the peak direction. A significant portion of this traffic is anticipated to utilize the eastbound Dulles Greenway off-ramp to gain access to the Metrorail parking facility within Moorefield Station. The magnitude of these traffic volumes suggest that a four-lane section is needed on Old Ryan Road.

In addition, the westbound approach of Old Ryan Road/Moorefield Boulevard would require the addition of a second right turn lane in order to accommodate the forecasted traffic at this location. The future lane use and traffic control for Old Ryan Road/Moorefield Boulevard is shown on Figure 2. It is noted that the ultimate section with auxiliary turn lanes on Moorefield Parkway are also assumed.

The proposed lane geometry on Old Ryan Road/Moorefield Boulevard provides a five-lane road section (within a 76-foot right-of-way) that is necessary to accommodate the anticipated traffic forecasts, and would match the anticipated road section of Moorefield Boulevard that is currently under review. It is our understanding that this section may be accomplished through a modified urban design that eliminates the shoulder and ditch section without significant impacts to either the hotel or office parcels on Old Ryan Road while providing for separate left turn lanes at the site driveways. This road section would be implemented as development occurs within Moorefield Station.

The discussion of this road section and operational requirements has been conceptually agreed to by OTS and VDOT, pending a complete review of the site plan. However, the revised site plan indicates that the proposed road section can be accommodated.

Questions regarding this document should be directed to Wells + Associates, Inc.

O:\PROJECTS\4001 - 4500\4100 BROADLAND SECTION 204 SE - SPEX\DOCUMENTS\CORRESPONDENCE\BROADLANDS SECTION 204 COMMENTS AND RESPONSES (W+A SUBMISSION 4.23.09).DOC

A-34

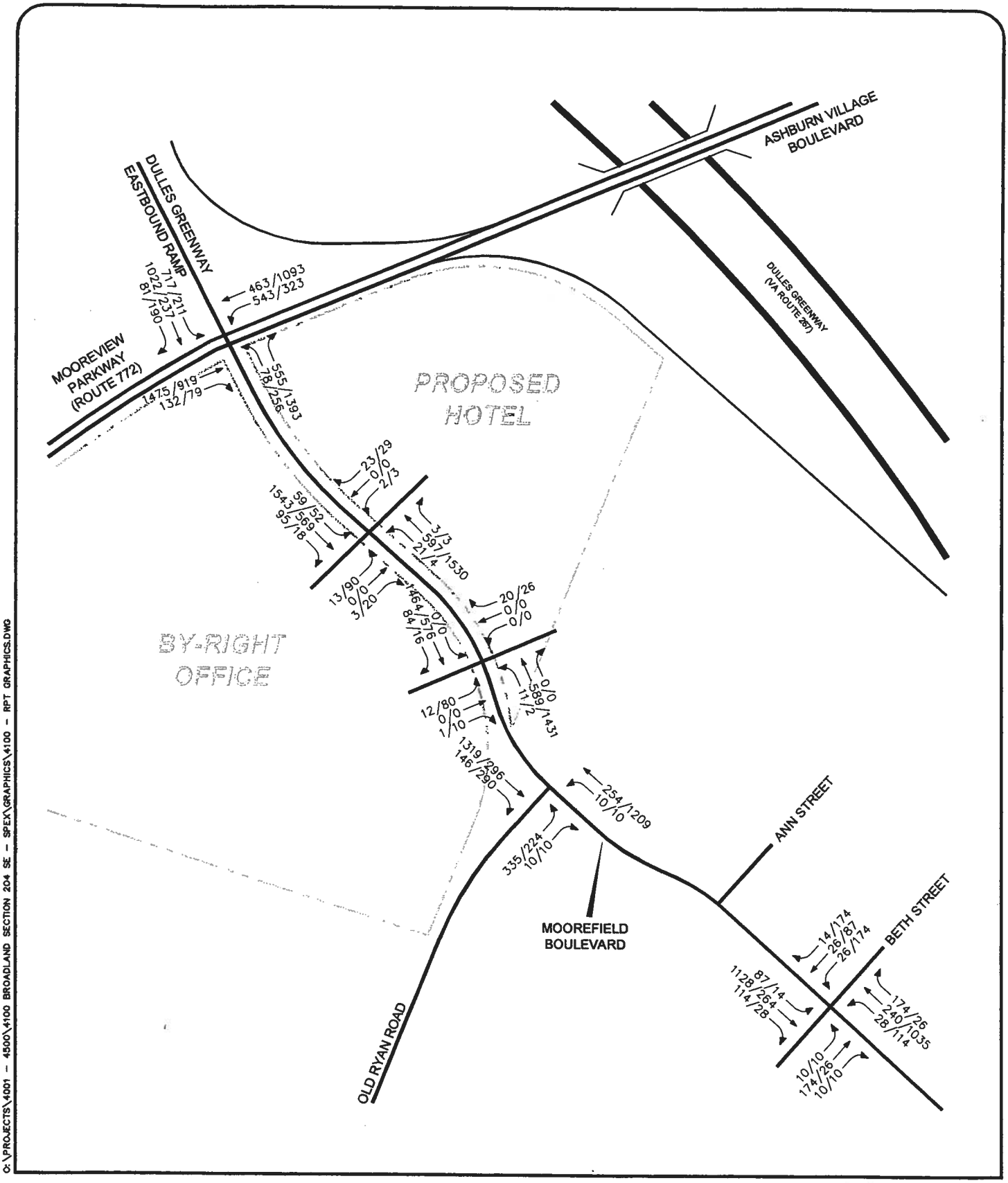


Figure 1
2025 Moorefield Boulevard Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North

JCP

Broadlands Section 204 – Special Exception
Loudoun County, Virginia

Wells + Associates, Inc.

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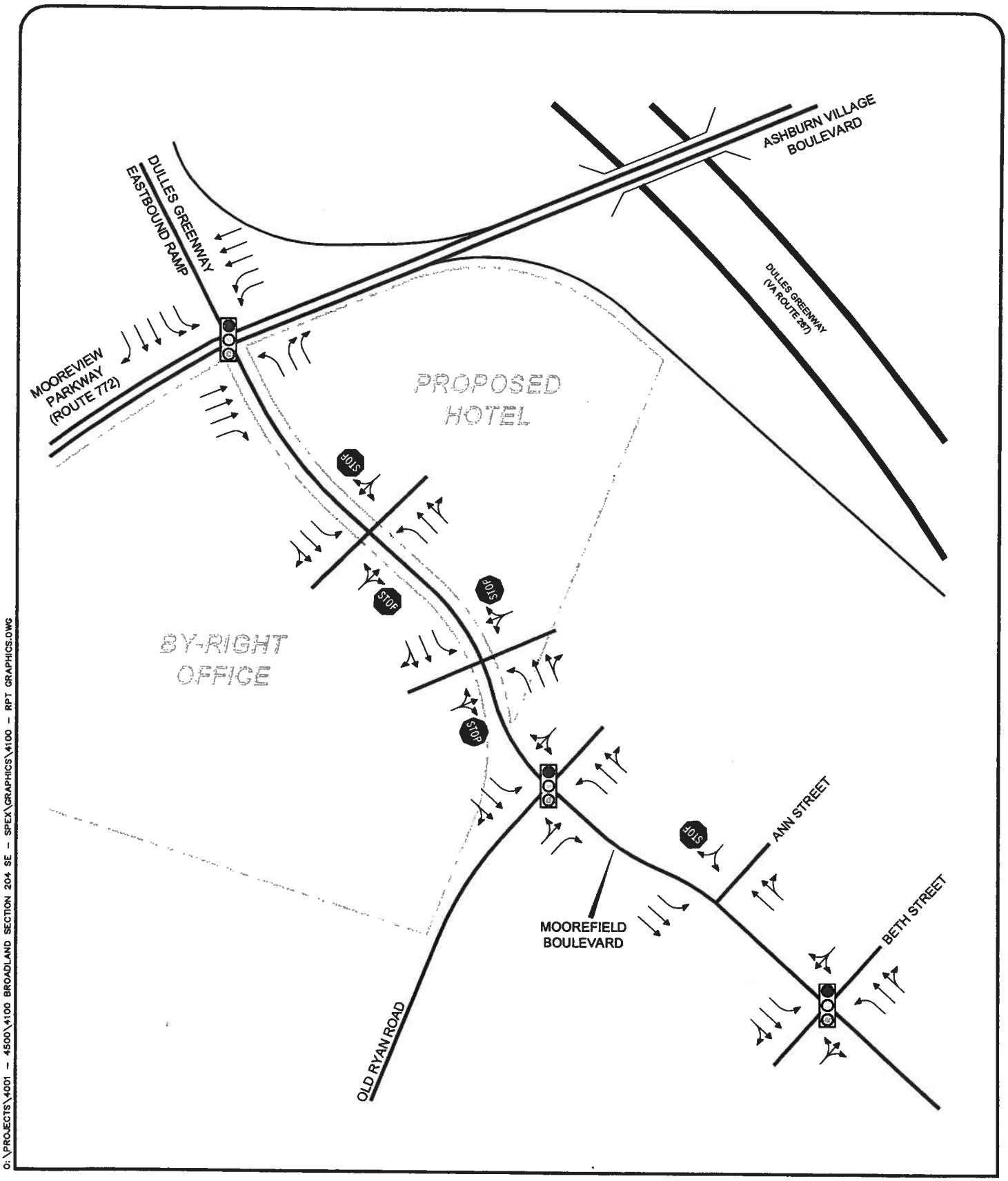


Figure 2
2025 Moorefield Boulevard Lane Use and Traffic Control

← Represents One Travel Lane
Signalized Intersection
Stop Sign

North

O:\PROJECTS\4001 – 4500\4100 BROADLAND SECTION 204 SE – SPEX\GRAPHICS\4100 – RPT GRAPHICS.DWG

JCP

Broadlands Section 204 – Special Exception
Loudoun County, Virginia

Wells + Associates, Inc.

County of Loudoun

Office of Transportation Services

MEMORANDUM

DATE: February 26, 2009

TO: Sophia Fisher, Project Manager, Department of Planning

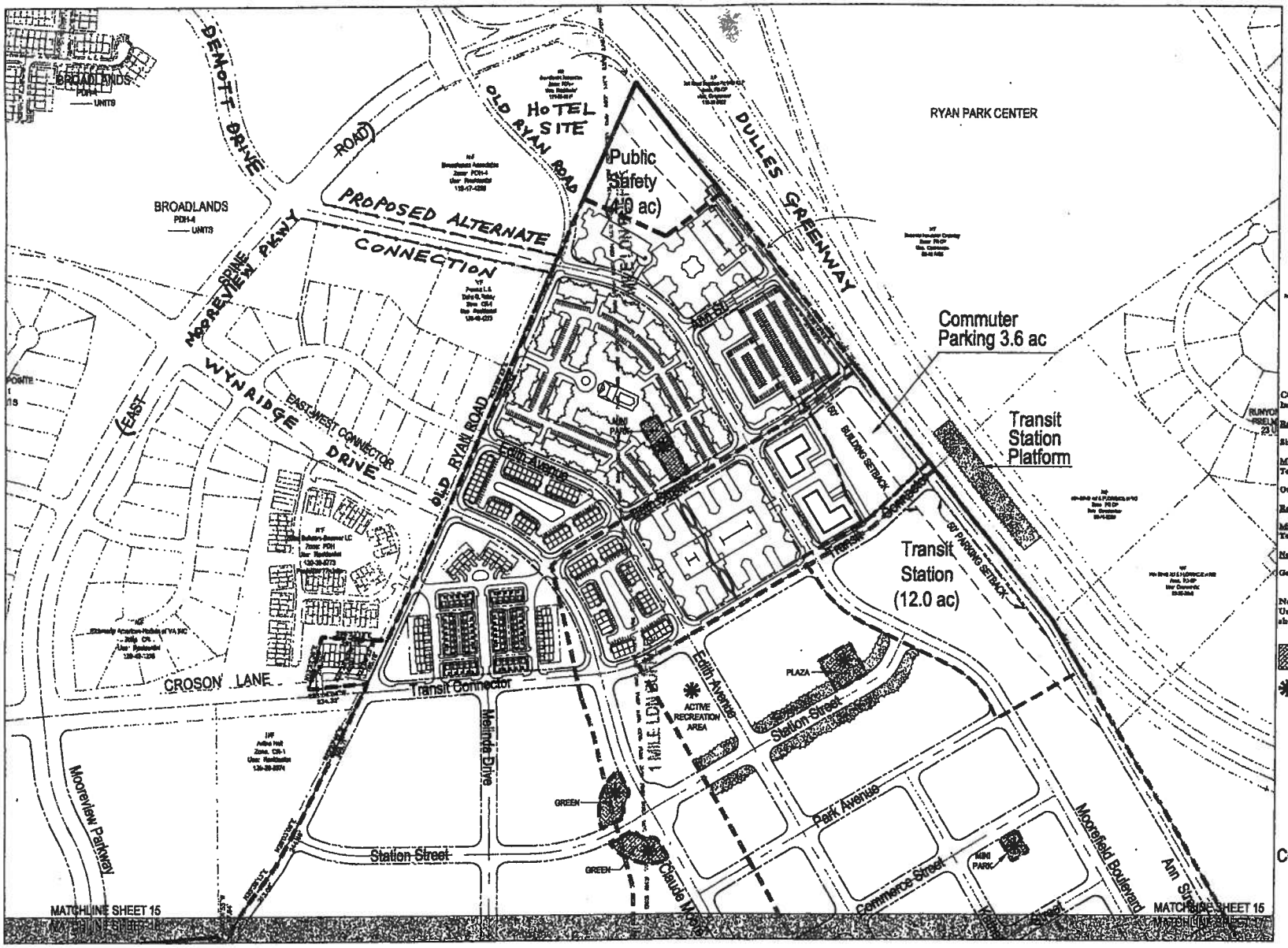
FROM: Art Smith, Senior Transportation Coordinator

SUBJECT: **Supplemental Referral: Future Traffic on Old Ryan Road, Route 772 at the Site of SPEX 2008-0032, Broadlands South, Section 204 Hotel**

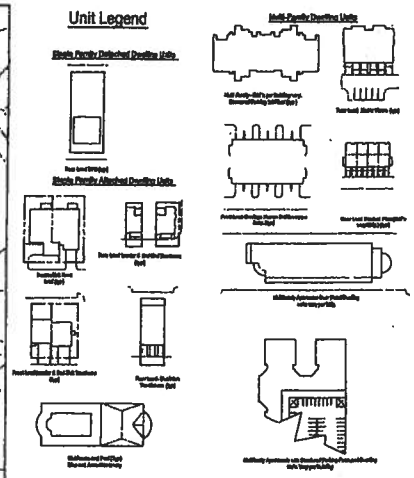
It has come to my attention that background traffic levels on Old Ryan Road are likely to rise substantially at such time as the Route 772 Metrorail Station opens. Metrorail traffic volumes were not reflected in the traffic study for this application. Therefore, Old Ryan Road's classification as a local road with two through lanes will need to be reconsidered as part of the update of the Countywide Transportation Plan (CTP). Without relief from an alternate road link, Old Ryan Road will likely need to be expanded to a 4-lane, median divided road between Mooreview Parkway and future Wynridge Drive. This would require considerably more right-of-way then is currently available at the hotel site as well as the parcel on the other side of the road.

If Old Ryan Road is to remain a local road, an alternate road link would need to be considered to serve Metrorail oriented traffic. This could be an extension of existing Demott Drive from Mooreview Parkway to Old Ryan Road, where it would link with Moorefield Boulevard, which would serve the future Metrorail Station. A map depicting this alternate connection is attached. Should the Demott Drive Extension prove to be the preferred alternative, it would need to be added to the updated CTP. OTS staff will provide additional information on these alternatives at the Planning Commission Public Hearing.

cc: Charles Yudd, Assistant County Administrator
Terrie Laycock, Director
Andy Beacher, Assistant Director/Highway Division Chief
Tom Farley, Dulles Rail Coordinator
Lou Mosurak, Senior Transportation Planner



Unit Legend



CONCEPTUAL DEVELOPMENT PLAN UNIT MIX & TABULATIONS
Inner Transit Design Supportive Area – (I.T.D.S.A.)

Residential	Unit Count	Parking Required
Single Family Attached:	74 Units	2.5 sp./units
Multifamily*	926 Units	See note 5 on Sheet 2
Total	1,000 Units	

Outer Core-(O.Core)

Residential	Unit Count	Parking Required
Multifamily*	518 Units	See note 5 on Sheet 2
Total:	518 Units	

Non-Residential:	Gross Floor Area	Parking Required
General Office:	552,800 sq. ft.	3.3 sp./1,000 sq. ft.

Note:
Unit mix and tabulations are subject to the General Notes & Tabulations found on sheet 2 of 26.

Approximate Locations Of Open Space Areas.

Approximate locations of Greens, Active Recreation Area, Mini Park and Plaza Facilities

CONCEPTUAL DEVELOPMENT PLAN - SHEET 1
PD-TRC Zoning District
Sheet 15 OF 26
November 27, 2002
Revised Through December 10 , 2002

Dulles Election, Dulles Magisterial District, Loudoun County Virginia

ZMAP 2001 - 0003

Moorefield Station

NORTH

SCALE: 1" = 200'

A-38

County of Loudoun

Office of Transportation Services

MEMORANDUM

DATE: December 23, 2008

TO: Sophia Fisher, Project Manager, Department of Planning

FROM: Art Smith, Senior Coordinator

SUBJECT: **SPEX 2008-0032**
Broadlands South Hotel
Second Referral

This referral will serve to update the status of the transportation issues identified in the OTS referral of July 25, 2008 on this application based on the responses in the revised Traffic Impact Analysis, dated November 18, 2008, prepared by Wells and Associates.

ISSUES

Existing and Forecasted Traffic Volumes and Levels of Service (LOS).

OTS background comment:

The TIA consultant's forecasted traffic volumes for 2015 are higher than regional forecast for 2030. OTS would appreciate meeting with the consultant to discuss this methodology problem.

Response: The TIA consultant understands the methodology concern and will submit an amended traffic report to OTS.

Status: The background assumptions in the updated traffic study better reflect current development growth rates and are acceptable. (To document the substantial changes in growth rates, it is noted that the number of households in the County grew approximately 7.7% from 2004-2005, while the forecasted growth from 2008 to 2009 is only approximately 2.2%. Methodology concerns are resolved.

Issue 1: Left and right turn lanes should be provided from Old Ryan Road into the hotel's entrances if required by VDOT.
Response: Comment acknowledged. It is noted that a left turn lane from Old Ryan Road into the hotel entrance is shown on the SPEX plat.

Status: It is noted that in response to a VDOT comment, the applicant has revised the SPEX plat to depict road improvements shown on STPL 2007-0046. A left turn lane will be provided into the North Site Entrance. Issue resolved.

Issue 2: Left and right turn lanes should be provided from Old Ryan Road to Mooreview Parkway.

Response: Left and right turn lanes from Old Ryan Road to Mooreview Parkway are shown on the SPEX plat.

Status: Issue resolved.

Issue 3: If a traffic signal has not been proffered by others at the intersection of Mooreview Parkway/Old Ryan Road/Greenway Eastbound Ramp, this project should pay a fair share.

Response: The SPEX property is subject to the Broadlands South proffers (ZCPA 1994-0005/ZMAP 1995-0003). Proffer 61 requires a contribution for all office and retail development to be used for transportation facilities that benefit Broadlands South. The proposed hotel will be subject to this transportation contribution.

Status: Issue resolved.

Issue 4: A multi-purpose trail should be provided along this project's Mooreview Parkway frontage. There is a similar trail north of the Greenway.

Response: A sidewalk exists along the property's Mooreview Parkway frontage. The SPEX plat depicts a pedestrian trail on the east side of Old Ryan Road that connects to this existing sidewalk and to the Moorefield Station property to the south.

Status: The sidewalk along Mooreview Parkway is narrow and does not meet FSM standards. If replaced by a trail, a sidewalk along Ryan Road would suffice.

Issue 5: Given the hotel's proximity to the future Dulles Rail line, a transit contribution merits consideration.

Response: As noted above, the proposed hotel is subject to the proffered Broadlands South transportation contribution. In addition, Broadlands South has provided a proffered commuter parking lot in Section 206.

Status: Based on Proffer 61 of ZCPA 1994-0005/ZMAP 1995-0003 what is the expected regional transportation contribution from the hotel?

CONCLUSION

Two issues require further discussion: the trail/sidewalk and the amount of the regional transportation contribution which could be expected from the hotel.

County of Loudoun

Office of Transportation Services

MEMORANDUM

DATE: July 25, 2008

TO: Sophia Fisher, Project Manager, Department of Planning

FROM: Art Smith, Senior Coordinator, Planning and Development

SUBJECT: **SPEX 2008-0032**
Broadlands South Section 204 Hotel
First Referral

Approval of this Special Exception would allow the construction of a 160-room hotel on a 5.4 acre site. The site is bounded on the north by the Dulles Greenway, on the west by Mooreview Parkway, on the south by Old Ryan Road, Route 772, and on the east by Moorefield Station. Please see Attachment 1, Project Vicinity Map. Access to the hotel would be via two entrances on Old Ryan Road. In its consideration of this application, OTS reviewed project plats dated April 22, 2008 and a traffic impact analysis (TIA) dated April 23, 2004 prepared by Wells and Associates.

Existing, Planned and Programmed Transportation Facilities

Roads

The site is in the southeast quadrant of the existing Dulles Greenway, Mooreview Parkway (East Spine Road), Ashburn Village Boulevard interchange. The Greenway is currently a six-lane median divided limited access road. It is also a tolled facility. This is the ultimate section for the Greenway in the Countywide Transportation Plan (CTP). Ashburn Village Boulevard and Mooreview Parkway are currently four-lane median divided major collector roads. The ultimate section for both roads in the CTP is a six-lane median divided road. There are currently no public or private funds programmed to expand the roads from four to six lanes nor time frames for the improvements. The intersections of Dulles Greenway ramps with Ashburn Village Boulevard and Mooreview Parkway are currently unsignalized and operate under stop sign control. Please see Attachment 2, Existing Lane Use and Traffic Control. Old Ryan Road is an existing local two-lane road. The CTP does not specify future improvements for Old Ryan Road.

Transit

Loudoun County (LC) Transit operates express commuter bus service from the Dulles North Transit Center (approximately 2 miles east of this site) to Washington D.C., the Pentagon and Rosslyn. There is currently no local bus service to the site. However, expansion of bus service is currently under study. In the future, the Dulles Rail Extension will bring regional rail service to a station approximately one mile east of the site. Connecting local bus service is likely in the future.

Bicycle/Pedestrian Facilities

There currently are two narrow sidewalks along the site's Mooreview Parkway frontage. They do not meet FSM standards. There are no bicycle or pedestrian facilities on Old Ryan Road. North of the Greenway interchange there is a trail on the east side of Mooreview Parkway extending north to Shellhorn Road.

Existing and Forecasted Traffic Volumes and Levels of Service (LOS)

Existing peak hour and daily traffic volumes proximate to the hotel site are shown on Attachment 3, as are existing levels of service. At the site's frontage, Mooreview Parkway has approximately 9,800 ADT while Old Ryan Road had 4,300 ADT. On the opposite side of the Greenway, Ashburn Village Boulevard has approximately 11,600 ADT. Peak hour LOS at Mooreview Parkway's intersections with Old Ryan Road and the Greenway's ramps are currently adequate.

The hotel site is planned to be fully built and occupied by 2015. It is forecast to generate 1,427 daily vehicle trips including 107 in the AM peak hour and 112 in the PM peak hour. Please see Attachment 7 for a comparison of hotel trip generation and by-right office.

Attachment 5 shows the traffic consultant's anticipated lane use and traffic control serving the hotel in 2015. Greenway ramp intersections with Mooreview Parkway are shown as signalized, while the hotel's entrances on Old Ryan Road are shown as stop sign controlled.

The TIA consultant's forecasted traffic volumes for 2015 are shown on Attachment 6 and the LOS at intersections proximate to the hotel on Attachment 4. Please note OTS has a serious problem with these forecasts as background traffic forecasts appear to be much too high. The consultant's forecasts for 2015 are higher than regional forecasts for 2030. OTS would appreciate meeting with the consultant to discuss this methodology problem. In summary, the TIA shows the site's entrances on Old Ryan Road operating at acceptable LOS while regional intersections fail even with the installation of traffic signals. This situation occurs because the TIA shows traffic on Moorefield Parkway at Old Ryan Road as increasing from 9,760 ADT in 2008 to 61,050

ADT in 2015. The methodology used in the TIA for background traffic needs careful examination and modification.

Transportation Issues

NOTE: The proposed hotel use is a modest trip generator and the transportation issues which follow will treat it in that context given the TIA's background traffic problems.

1. Left and right turn lanes should be provided from Old Ryan Road into the hotel's entrances if required by VDOT.

2. Left and right turn lanes should be provided from Old Ryan Road to Mooreview Parkway.

3. If a traffic signal has not been proffered by others at the intersection of Moorefield Parkway/Old Ryan Road/Greenway Eastbound Ramp, this project should pay a fair share.

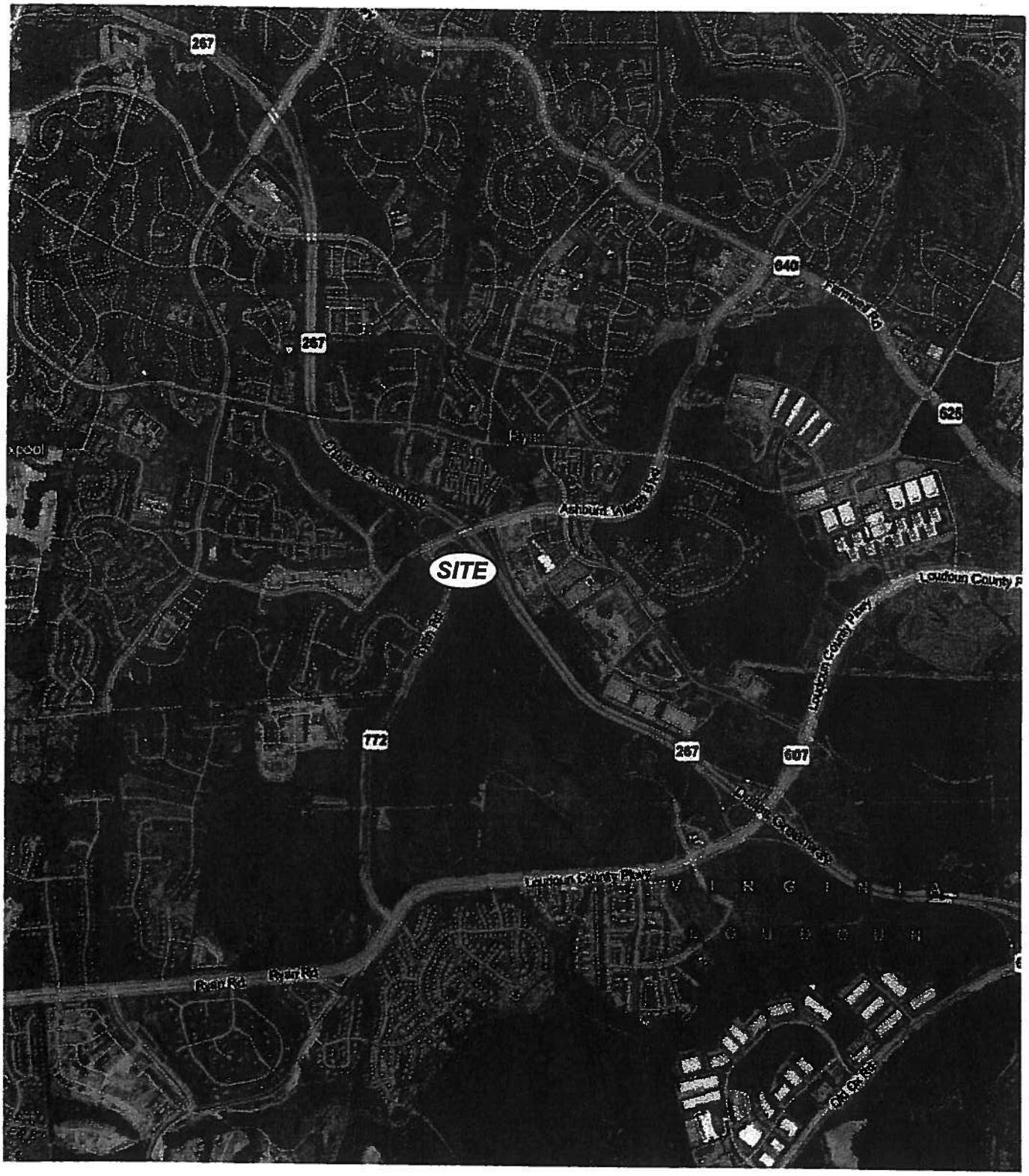
4. A multi-purpose trail should be provided along this project's Moorefield Parkway frontage. There is a similar trail north of the Greenway.

5. Given the hotel's proximity to the future Dulles Rail line, a transit contribution merits consideration.

Conclusion

A meeting with the TIA consultant is needed to discuss background traffic methodology. OTS will offer a recommendation once it has reviewed the applicant's responses to the above issues.

AJS/llm
cc: Andy Beacher, Assistant Director
George Phillips, Senior Transportation Planner



4100 Broadland Section 204 SE - SPEX\Graphics\4100 rpt graphics.dwg\DAO

Figure 1
Site Location

North
Schematic

Broadlands Section 204 – Special
Loudoun County, Virginia

Attachment 1

Wells + Associates, Inc.

A-44

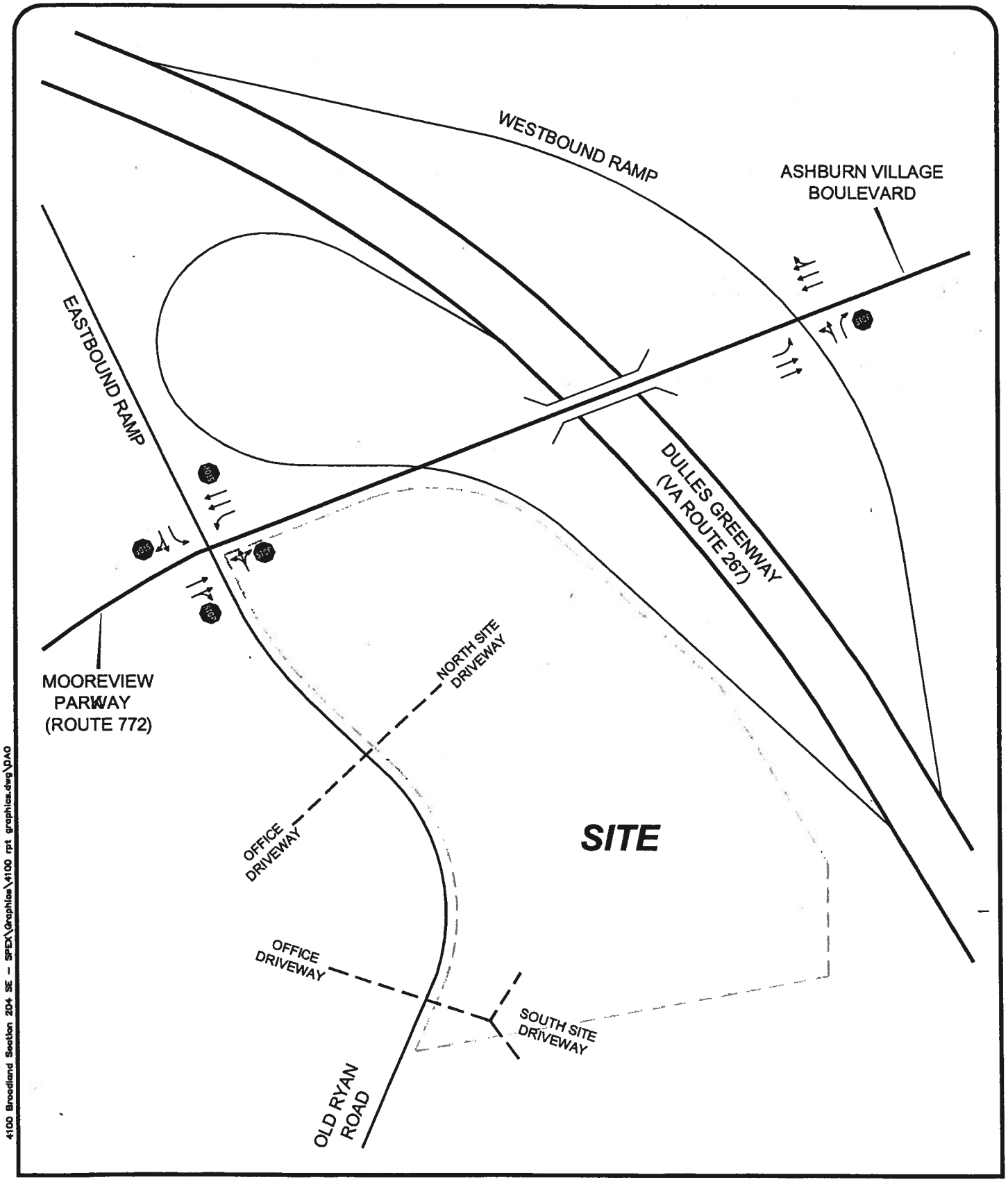


Figure 3
Existing Lane Use & Traffic Control

← Represents One Travel Lane
Signalized Intersection
Stop Sign

North
Schematic

Broadlands Section 204 – Speci
Loudoun County, Virginia

Attachment 2

Wells + Associates, Inc.

A-45

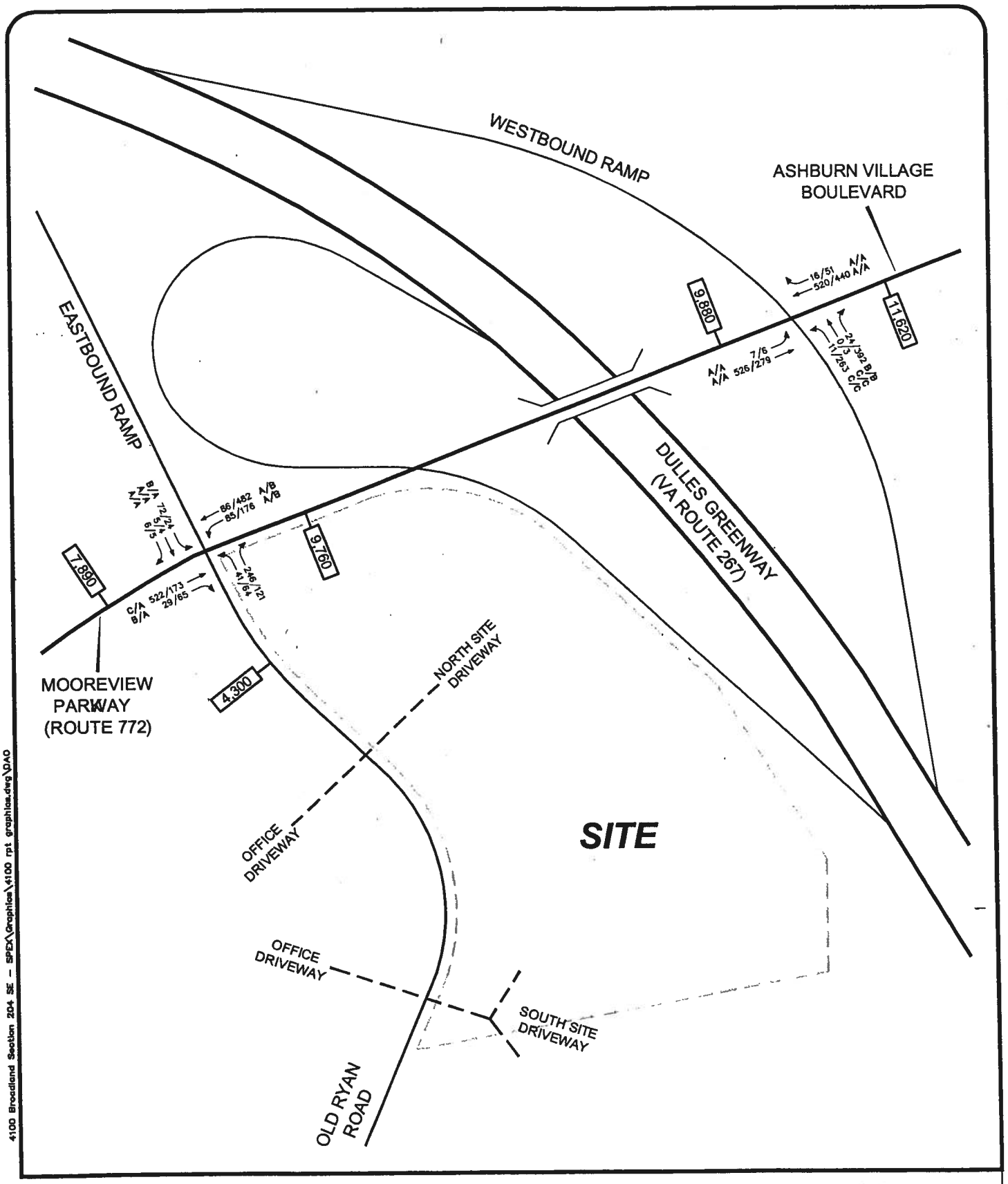


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Figure 4
Existing Peak Hour Traffic Volumes

ADT
X/X Movement LOS
(X/X) Overall Intersection LOS
AM PEAK HOUR / PM PEAK HOUR
000/000
North Schematic

Broadlands Section 204 – Speci
Loudoun County, Virginia

Attachment 3

Wells + Associates, Inc.

A-46

Table I
Broadlands Section 204 - Special Exception
Intersection Level of Service

Intersection	Intersection Control	Critical Movement	Existing 2008 AM	Existing 2008 PM	Year 2015 Conditions: Approved Office AM	Approved Office PM	Proposed Hotel AM	Proposed Hotel PM
1. WB Dulles Greenway On/Off-Ramp (Route 267)/ Ashburn Village Boulevard (Route 772)	All-Way Stop	EBL	A [8.7]	A [8.5]	N/A		N/A	
		NBLT	C [18.1]	C [24.5]				
		NBR	B [10.3]	B [13.1]				
Interim Conditions:								
Improvements by Others: Install Signal	Signalized	EBL	N/A		E (58.9)	F (264.3)	E (65.6)	F (265.3)
Designate Right Turn Lanes as Free Flow		EBT			E (75.7)	B (11.1)	F (84.9)	B (11.6)
		WBT			C (29.6)	F (191.7)	C (27.9)	F (190.6)
		WBR			A (0.5)	F (267.0)	A (0.5)	F (267.0)
		NBL			F (169.6)	F (196.9)	F (173.5)	F (200.1)
		NBT			F (169.6)	F (200.7)	F (174.8)	F (203.8)
		NBR			A (0.8)	A (1.0)	A (0.8)	A (1.0)
		Overall			**E (61.0)**	**F (178.2)**	**E (65.7)**	**F (178.7)**
Ultimate Conditions:								
With third eastbound through lane	Signalized	EBL	N/A		D (53.2)	F (264.3)	E (65.6)	F (265.3)
		EBT			B (18.7)	A (7.6)	C (26.5)	A (8.0)
		WBT			D (38.5)	F (191.7)	D (40.2)	F (190.6)
		WBR			A (0.5)	F (267.0)	A (0.5)	F (267.0)
		NBL			E (70.7)	F (196.9)	E (62.6)	F (200.1)
		NBT			E (70.7)	F (200.7)	E (62.8)	F (203.8)
		NBR			A (0.8)	A (1.0)	A (0.8)	A (1.0)
		Overall			**C (28.3)**	**F (177.6)**	**C (32.3)**	**F (178.0)**
2. EB Dulles Greenway Off-Ramp (Route 267)/ Mooreview Parkway (Route 772) *Four-way Stop controled intersection (Existing)*	All-Way Stop	EBT	C [18.3]	A [9.4]	N/A		N/A	
		EBR	B [11.3]	A [8.9]				
		WBL	B [10.7]	B [10.9]				
		WBT	A [9.5]	B [14.7]				
		NBLTR	C [15.6]	B [12.2]				
		SBL	B [10.6]	A [9.6]				
		SBTR	A [8.7]	A [8.4]				
Interim Conditions:								
Improvements by Others: Install Signal	Signalized	EBT	N/A		F (238.1)	F (404.6)	F (218.8)	F (433.7)
Add Lane on EB Approach		EBR			D (39.5)	B (15.3)	D (37.5)	B (13.2)
Make SB Right Free Flow		WBL			F (164.9)	F (504.8)	F (189.2)	F (158.5)
Site Improvement: Add NB Right Turn Lane		WBT			D (39.6)	B (15.2)	D (39.6)	A (8.3)
		NBL			F (86.3)	F (225.1)	F (92.2)	F (421.8)
		NBR			D (46.0)	F (429.8)	D (45.0)	B (14.7)
		SBL			F (248.8)	E (76.7)	F (248.8)	F (127.7)
		SBT			D (42.5)	E (76.2)	D (39.6)	E (61.6)
		SBR			F (220.3)	A (0.8)	F (201.7)	A (0.8)
		Overall			**F (181.1)**	**F (267.4)**	**F (178.1)**	**F (256.1)**
Ultimate Conditions:								
Mooreview Parkway 6 Lanes	Signalized	EBT	N/A		F (176.4)	F (248.5)	F (149.1)	F (190.1)
		EBR			D (41.9)	B (17.7)	D (39.7)	B (14.0)
		WBL			F (89.2)	F (377.8)	F (114.4)	F (158.5)
		WBT			C (34.1)	B (15.2)	C (33.1)	A (7.7)
		NBL			E (75.6)	F (104.4)	F (83.8)	F (262.7)
		NBR			C (32.5)	F (264.1)	C (32.0)	B (15.8)
		SBL			F (169.1)	D (46.4)	F (179.6)	F (100.9)
		SBT			C (30.5)	D (53.8)	C (28.8)	E (61.1)
		SBR			F (187.2)	A (0.8)	F (187.1)	A (0.8)
		Overall			**F (139.3)**	**F (169.6)**	**F (137.0)**	**F (122.3)**
2. Old Ryan Road (Route 772)/ North Site Driveway	Unsignalized	EBLTR	N/A		C [18.6]	D [27.5]	C [17.8]	D [26.1]
		WBLTR			B [12.3]	B [13.4]	B [11.5]	B [11.7]
		NBLTR			A [0.6]	A [0.1]	A [0.6]	A [0.1]
		SBL			A [8.3]	A [8.2]	A [8.3]	A [8.3]
3. Old Ryan Road (Route 772)/ South Site Driveway	Unsignalized	EBLTR	N/A		C [16.8]	C [20.1]	B [14.4]	C [17.2]
		WBLTR			B [11.4]	B [11.0]	B [10.7]	B [10.0]
		NBLTR			A [0.3]	A [0.1]	A [0.3]	A [0.1]
		SBLTR			A [2.1]	A [0.4]	A [0.0]	A [0.0]

Notes:

Numbers in parentheses () represent delay at signalized intersections in seconds per vehicle.

Numbers in square brackets [] represent delay at unsignalized intersections in seconds per vehicle.

Wells + Associates, Inc
McLean, Virginia

Attachment 4

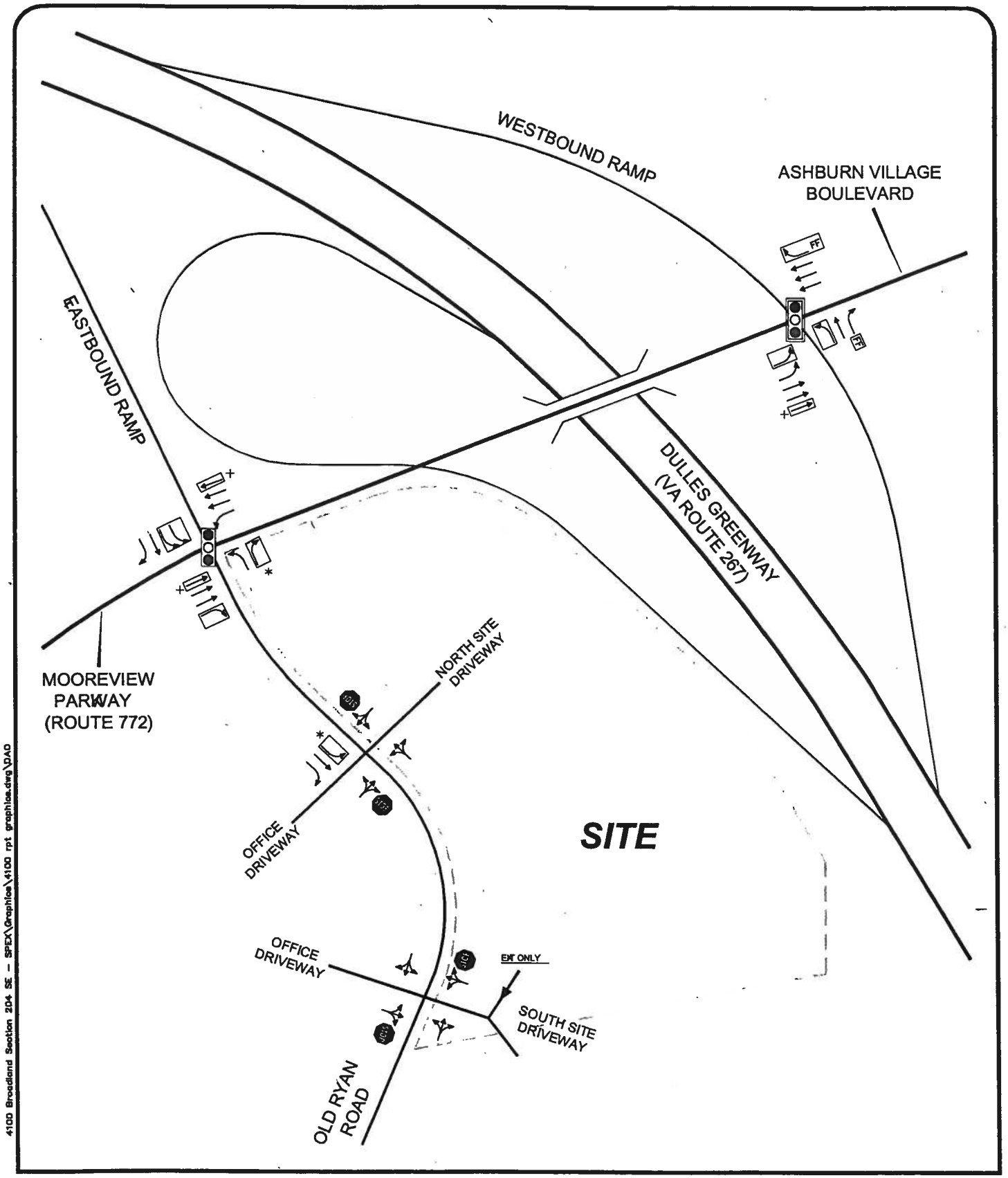

Figure 5
Future Lane Use & Traffic Control

← Represents One Travel Lane
Signalized Intersection
Stop Sign
Improvement by Others
* Site Improvements
+ Ultimate Condtions CTP Improvements
North Schematic

Broadlands Section 204 – Spec
Loudoun County, Virginia

Attachment 5

Wells + Associates, Inc.

A-48

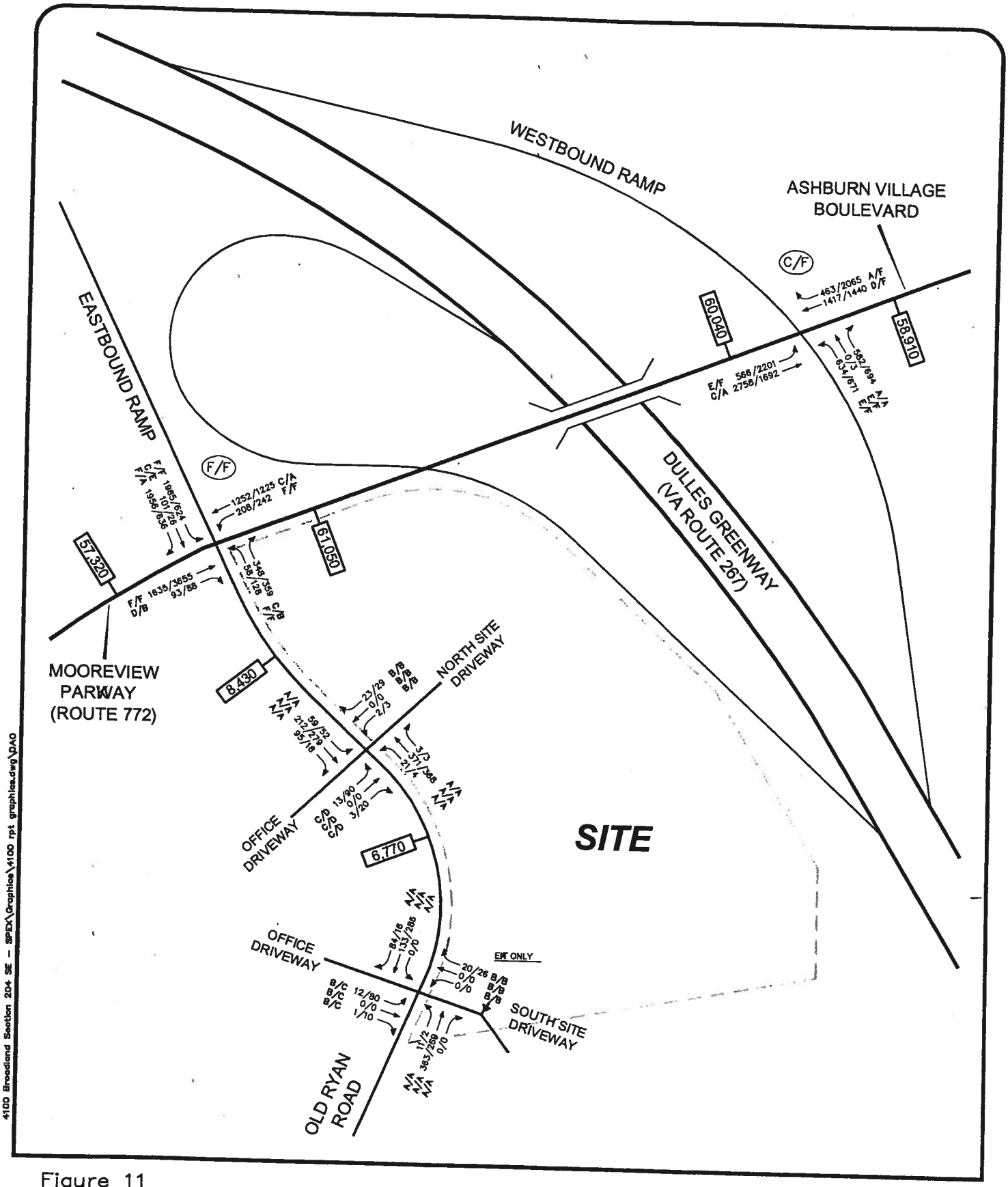

Figure 11
2015 Proposed Development Future Traffic Forecasts

ADT
X/X Movement LOS
(X/X) Overall Intersection LOS
AM PEAK HOUR / PM PEAK HOUR
000/000

North Schematic

Broadlands Section 204 – Spec
Loudoun County, Virginia

Attachment 6

Wells + Associates, Inc.

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Table 2
Broadlands Section 204 - Special Exception
Site Trip Generation Analysis (1)

Land Use	ITE Land Use Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Traffic
Approved Development										
Office	710	82,790	SF	142	19	161	29	143	172	1,154
Proposed Development										
Hotel	310	160	Occ. Rooms	62	45	107	55	57	112	1,427
DIFFERENCE (Approved vs. Proposed)				(80)	26	(54)	26	(86)	(60)	273

Notes: (1) Traffic estimates based on Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition.
(2) Peak Hour of the Generator rates.

Attachment 7

COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

December 15, 2008

RECEIVED
DEC 17 2008
PLANNING DEPARTMENT

Ms. Sophia Fisher
County of Loudoun
Department of Planning MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Broadlands South Section 204 Hotel
Loudoun County Application Number SPEX 2008-0032

Dear Ms. Fisher:

We have reviewed the above revised application as requested in your November 21, 2008 transmittal (received November 25, 2008). Our July 16, 2008 comments have been addressed except as follows:

1. Concerning the number of parking spaces: Is it seriously the intent of the developer to have no restaurant and only a 40-person meeting room at this hotel?

2. See our September 9, 2008 comment #1 on STPL 2007-0046 concerning a northbound left turn lane at the southeasterly entrance. This will affect the road improvements in that area shown on this application.

3. The proposed 6' trail will accommodate pedestrians, or serve as a one-way shared use path, but is too narrow to adequately serve cyclists as a two-way facility. The standard width for a two-way shared use path is 10'.

4. Be aware that required entrance sight distance looking southeasterly from the northwesterly entrance location will cross the Parcel 1 site on the opposite side of the road.

ATTACHMENT 1e

If you have any questions, please call me at (703) 383-2424.

Sincerely,

Thomas B. VanPoole, P.E.
Senior Transportation Engineer

July 16, 2008

Ms. Sophia Fisher
County of Loudoun
Department of Planning MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Broadlands South Section 204 Hotel
Loudoun County Application Number SPEX 2008-0032

Dear Ms. Fisher:

We have reviewed the above application as requested in your transmittal received June 9, 2008. We offer the following comments:

1. The 173 parking spaces provided do not appear to accommodate restaurant and meeting room uses in addition to the 160 sleeping rooms. The 11 spaces in excess of the sleeping room requirements would only serve a 550 square foot restaurant or a 44 person meeting room.

2. See our April 22, 2008 comment #1 on STPL 2007-0046 concerning a northbound left turn lane at the southeasterly entrance. This will affect the road improvements in that area shown on this application.

3. Does the county desire sidewalks along Route 772?

4. Show how the lanes of Route 772 align with the Route 267 ramp lanes on the opposite side of Mooreview Parkway.

5. When the Ashburn Village Boulevard bridge over Route 267 is widened, will additional right of way be needed along the northwesterly edge of this site?

6. Ensure adequate sight distance at each entrance location.

If you have any questions, please call me at (703) 383-2424.

Sincerely,

Thomas B. VanPoole, P.E.
Senior Transportation Engineer

COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

April 22, 2008

RECEIVED
APR 28 2008
BUILDING AND DEVELOPEMENT

Mr. Haisam Chikalard
County of Loudoun
Department of Building and Development MSC#60
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Broadlands South Section 204 Parcel 1
Loudoun County Plan Number STPL 2007-0046

Dear Mr. Chikalard:

We have reviewed the above revised plan as requested in your April 1, 2008 transmittal. Our August 6, 2007 comments have been addressed except as follows:

1. It appears that a left turn lane may be warranted at the southeasterly entrance to this site. The volumes used in the warrant analysis should include the site traffic and assume most lefts will enter at the first entrance.

2. Ensure that shrubs and trees do not obscure the 500' sight distance required from each entrance for the 45 mph posted speed.

3. Does the county desire sidewalks along Route 772?

4. Revise the typical section on sheet 3 to provide appropriately sloped shoulders, ditches, underdrain, and right of way.

If you have any questions, please call me at (703) 383-2424.

Sincerely,

Thomas B. VanPoole, P.E.
Senior Transportation Engineer

LOUDOUN WATER

WWW.LOUDOUNWATER.ORG

PO Box 4000 | 44865 Loudoun Water Way | Ashburn, VA 20146
TEL 571.291.7700 | FAX 571.223.2910

RECEIVED
JUL 28 2008
PLANNING DEPARTMENT

July 23, 2008

Ms. Sofia Fisher
Department of Planning
1 Harrison Street, S.E.
P. O. Box 7000
Leesburg, Virginia 20177-7000

Re: SPEX-2008-0032, Broadlands South Section 204 Hotel

Dear Ms. Fisher:

Loudoun Water has reviewed the referenced Special Exception Application. The following comments are offered for your use:

- Revise the general note #8 on sheet 1 to read, "All water and sewer facilities shall be provided by the applicant subject to rates, rules and regulations of Loudoun Water."

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Julie Atwell

Julie Atwell
Engineering Administrative Specialist

ATTACHMENT 1f

A-57

Loudoun County Health Department

P.O. Box 7000
Leesburg VA 20177-7000

Environmental Health
Phone: 703 / 777-0234
Fax: 703 / 771-5023

Community Health
Phone: 703 / 777-0236
Fax: 703 / 771-5393

10 June 2008

MEMORANDUM TO: Sophia Fisher, Project Manager
Department of Planning, **MSC 62**

FROM: Matthew D. Tolley
Sr. Env. Health Specialist
Division of Environmental Health, **MSC 68**

SUBJECT: **SPEX 2008-0032; Broadlands South, Sect 204 Hotel**
LCTM: 78A((44))S204 (PIN 119-19-2598)

The Health Department recommends approval of this application. No on-site sewage disposal facilities exist on the parcel. The old dug well has been abandoned and the irrigation well will be utilized for irrigation. The plat reviewed was prepared by J2 Engineers and is dated 22 April 2008.

Attachments Yes ___ No_X

If further information or clarification on the above project is required, please contact Matt Tolley at 771-5248.
MDT/JEL/mt
c:subdvgd.ref

ATTACHMENT 1 g

VDH VIRGINIA DEPARTMENT OF HEALTH
Protecting You and Your Environment

RECEIVED
JUN 13 2008
PLANNING DEPARTMENT

A-58

Loudoun County, Virginia
Department of Fire, Rescue and Emergency Management
803 Sycolin Road, Suite 104 Leesburg, VA 20175
Phone 703-777-0333 Fax 703-771-5359

Memorandum

RECEIVED
JAN 07 2009
PLANNING DEPARTMENT

To: Sophia Fisher, Project Manager
From: Maria Figueroa Taylor, Fire-Rescue Planner
Date: January 6, 2009
Subject: Broadlands South S 204 Hotel
SPEX 2008-0032, Second Referral

Thank you for the opportunity to review the Applicant's response to Fire-Rescue's first referral comments dated July 8, 2008. The Applicant adequately addressed staff's concerns with the second submission. Staff has no further comments regarding this application.

If you have any questions or need additional information, please contact me at 703-777-0333.

C: Project file

LOUDOUN COUNTY, VIRGINIA
Department of Fire, Rescue and Emergency Management
803 Sycolin Road, Suite 104 Leesburg, VA 20175
Phone 703-777-0333 Fax 703-771-5359

Memorandum

RECEIVED
JUL 09 2008
PLANNING DEPARTMENT

To: Sophia Fisher, Project Manager
From: Maria Figueroa Taylor, Fire-Rescue Planner
Date: July 8, 2008
Subject: Broadlands South S 204
SPEX 2008-0032

Thank you for the opportunity to review the above-captioned application to allow a 160 room hotel on a 5.4 acre portion of Broadlands South, Section 204 in the PDH-4 Zoning District.

The public access easement will serve as the means of ingress/egress for the Moorefield Public Safety Center which will be constructed at the parcel located west of the hotel. Drivers exiting the hotel via the shown "one way out" egress point shown on the plans will also be using that travel way. While Fire and Rescue personnel always exercise due diligence while entering the road network to respond to an emergency, in order to ensure the safety of Fire-Rescue personnel and drivers exiting the hotel, Staff respectfully requests that the Applicant will consider installing signage that would provide adequate warning to drivers that an emergency vehicle could be exiting the station and to give themselves enough time to stop.

The proposed canopy at the entrance of the building should have a height clearance of a minimum of 14 feet to ensure adequate access of emergency vehicles.

The Fire-Rescue GIS and Mapping coordinator offered the following information regarding estimated response times:

PIN	Project name	Ashburn VFRC Moorefield Station 23	Ashburn VFRC Moorefield Station 23 Travel Time
119-19-2598	Broadlands South S 204 Hotel	Temporary Station Permanent Station	2.4 minutes Immediately adjacent to site

The Travel Times for each project were calculated using ArcGIS and Network Analyst extension to calculate the travel time in minutes. To get the total response time another two minutes were added to account for dispatching and turnout. This assumes that the station is staffed at the time of the call. If the station is unoccupied another one to three minutes should be added.

Project name	Approximate Response Time for Ashburn VFRC Moorefield Station 23
Broadlands South S 204 Hotel	4 minutes, 24 seconds (temp station) 2 minutes (perm station)

The Fire Marshal's Office also had the opportunity to review the application and offered no comments. The Ashburn Volunteer Fire and Rescue Company, first due fire and rescue company to the site requested that emergency vehicles only be allowed to use the "exit only" travel way as emergency access (ingress) to the facility. In order to accommodate access the curb should be modified to allow the turn by large apparatus.

If you have any questions or need additional information, please contact me at 703-777-0333.

C: Project file

I, Jeffrey A. Nein, do hereby state that I am an

___ Applicant

_X_ Applicant's Authorized Agent listed in Section C.1. below

in Application Number(s): SPEX 2008-0032 and ZCPA 2009-0006

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

C. DISCLOSURES: REAL PARTIES IN INTEREST AND LAND USE PROCEEDINGS

1. *REAL PARTIES IN INTEREST*

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 forgoing is a **TRUSTEE**** each **BENEFICIARY** of such trust, and all **ATTORNEYS,** and **REAL ESTATE BROKERS, and all AGENTS of any of the foregoing.**

All relationships to the persons or entities listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together (ex. Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner, etc.) For a multiple parcel application, list the Parcel Identification Number (PIN) of the parcel(s) for each owner(s).

PIN	*NAME (First, M.I., Last)*	*ADDRESS (Street, City, State, Zip Code)*	*RELATIONSHIP (Listed in bold above)*
119-19-7523	Broadlands Commercial Development, LLC - Roy R. Barnett - Denise M. Harrover - Mark (nmi) McIntosh	5252 Lyngate Court Burke, VA 22015	Title Owner/Applicant
	J2 Engineers, Inc. - Jeffrey L. Gilliland - James C. Bishoff	7030 Infantry Ridge Road Manassas, VA 20109	Agent/Civil Engineer
	M. J. Wells & Associates, Inc. - Martin J. Wells - Terence J. Miller - Michael J. Workosky	1420 Spring Hill Road Suite 600 McLean, VA 22102	Agent/Traffic Engineer

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

** In the case of a TRUSTEE, list Name of Trustee, name of Trust, if applicable, and name of each beneficiary.

Check if applicable:

_X_ There are additional Real Parties in Interest. *See* Attachment to Paragraph C-1.

I, Jeffrey A. Nein, do hereby state that I am an

___ Applicant

_X_ Applicant's Authorized Agent listed in Section C.1. below

in Application Number(s): SPEX 2008-0032 and ZCPA 2009-0006

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

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PIN	*NAME (First, M.I., Last)*	*ADDRESS (Street, City, State, Zip Code)*	*RELATIONSHIP (Listed in bold above)*
	Cooley Godward Kronish LLP -Antonio J. Calabrese -Mark C. Looney -Colleen P. Gillis Snow -Jill D. Switkin -Brian J. Winterhalter -Shane M. Murphy -Jeffrey A. Nein -Molly M. Novotny -Ben I. Wales	11951 Freedom Drive, Suite 1500 Reston, VA 20190-5656	Agent/Attorney

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

** In the case of a TRUSTEE, list Name of Trustee, name of Trust, if applicable, and name of each beneficiary.

Check if applicable:

__ There are additional Real Parties in Interest. *See* Attachment to Paragraph C-1.

2. *CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)*

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 100 or fewer shareholders, a listing of all of the shareholders, **and if such corporation is an owner of the subject land**, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Broadlands Commercial Development, L.L.C., 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

___ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

____*There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	***SHAREHOLDER NAME (First, M.I., Last)***
Van Metre at Broadlands Limited Partnership	
Broadlands Investment Company, LLC	

Names of Officers and Directors:

NAME (First, M.I., Last)	***Title (e.g. President, Treasurer)***

Check if applicable:

___ There is additional Corporation Information. *See* Attachment to Paragraph C-2.

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Broadlands Investment Company, LLC, 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

___ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

___ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	***SHAREHOLDER NAME (First, M.I., Last)***
Van Metre Broadlands Investment, L.L.C.	
Residential Funding Company, LLC	
Broadstone Investors II, L.P.	

Names of Officers and Directors:

NAME (First, M.I., Last)	***Title (e.g. President, Treasurer)***

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Van Metre Broadlands Investments, L.L.C., 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

___ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

___ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
Albert G. Van Metre Sr. Revocable Trust (1993)	
Richard J. and Susan Rabl	
Kenneth A. Ryan	
W. Brad and Karen Gable	
Albert G. Van Metre, Jr., and Deadria Van Metre	
Laurence E. and Fern A. Bensignor TBE	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

___ There is additional Corporation Information. *See* Attachment to Paragraph C-2.

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Residential Funding Company, LLC, One Meridian Crossings, Suite 100, Minneapolis, MN 55423

Description of Corporation:

___ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

__ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

_X_ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Broadlands South, Inc., 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

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___ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
Van Metre Family Trust	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

VMAB Investment, L.L.C., 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

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Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
Van Metre Family Trust	
Albert G. Van Metre, Jr.	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Van Metre Millennium Investments, L.L.C., 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

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___ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
Van Metre Family Trust	
Laurence E. Bensignor	
Alison (nmi) Van Metre Paley	
Thomas Earle Van Metre	
Albert G. Van Metre, Jr.	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Broadstone Advisors, LLC, 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

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___ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
Van Metre Millennium Investments, LLC	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Van Metre Family Trust, 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

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Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
Alison (nmi) Van Metre Paley	
Albert G. Van Metre, Jr.	
Van Metre Family Foundation, Inc.	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Van Metre Family Foundation, Inc., 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

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Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
None – Private Charitable Foundation	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Albert G. Van Metre Sr. Revocable Trust, 5252 Lyngate Court, Burke, VA 22015

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

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Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
Alison (nmi) Van Metre Paley	
Albert G. Van Metre, Jr.	
Thomas Earle Van Metre	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

William A. Hazel Revocable Trust, 4305 Hazel Park Court, Chantilly, VA 20151

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

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___ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
William A. Hazel	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

Marmuto Living Trust 17 June 03, 309 Adahi Road, SE, Vienna, VA 22180-5904

Description of Corporation:

__ *There are 100 or fewer shareholders and all shareholders are listed below.*

_X__ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

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____*There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
None – Trust holds less than 10% interest in Title Owner	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

OSF Properties, Inc., 1801 East Ninth Street, Cleveland, OH 44114

Description of Corporation:

__ *There are 100 or fewer shareholders and all shareholders are listed below.*

_X__ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

___ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

____*There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	***SHAREHOLDER NAME (First, M.I., Last)***
None – Company holds less than 10% interest in Title Owner	

Names of Officers and Directors:

NAME (First, M.I., Last)	***Title (e.g. President, Treasurer)***

Check if applicable:

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Name and Address of Corporation: (complete name, street address, city, state, zip code)

J2 Engineers, Inc., 7030 Infantry Ridge Road, Manassas, VA 20109

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

___ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

____ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
Jeffrey L. Gilliland	
James C. Bishoff	

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

___ There is additional Corporation Information. *See* Attachment to Paragraph C-2.

2. *CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)*

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 100 or fewer shareholders, a listing of all of the shareholders, **and if such corporation is an owner of the subject land**, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

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

Description of Corporation:

_X_ *There are 100 or fewer shareholders and all shareholders are listed below.*

___ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

___ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

___ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	*SHAREHOLDER NAME (First, M.I., Last)*
Employee Stock Ownership Trust (ESOT)*	* The ESOT came into existence in April 2007 and the vesting schedule is more than one year. No stock has been assigned to shareholders at this time.

Names of Officers and Directors:

NAME (First, M.I., Last)	*Title (e.g. President, Treasurer)*

Check if applicable:

___ There is additional Corporation Information. *See* Attachment to Paragraph C-2.

3. *PARTNERSHIP INFORMATION*

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

Broadlands Associates, LLP, 5252 Lyngate Court, Burke, VA 22015

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

Names and titles of the Partners:

NAME (First, M.I., Last)	***Title (e.g. General Partner, Limited Partner, etc)***
Van Metre at Broadlands Limited Partnership	Partner
Broadlands Investment Company, LLC	Partner

Check if applicable:
__ Additional Partnership information attached. *See* Attachment to Paragraph C-3.

3. *PARTNERSHIP INFORMATION*

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

Van Metre at Broadlands Limited Partnership, 5252 Lyngate Court, Burke, VA 22015

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

Names and titles of the Partners:

NAME ***(First, M.I., Last)***	***Title*** ***(e.g. General Partner, Limited Partner, etc)***
Broadlands South, Inc.	Partner
VMAB Investment, L.L.C.	Partner
Richard J. Rabil	Partner

Check if applicable:
___ Additional Partnership information attached. *See* Attachment to Paragraph C-3.

3. *PARTNERSHIP INFORMATION*

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

Broadstone Investors II, L.P., 5252 Lyngate Court, Burke, VA 22015

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

Names and titles of the Partners:

NAME (First, M.I., Last)	*Title (e.g. General Partner, Limited Partner, etc)*
Alan L. Walker	Partner
Broadstone Advisors, LLC	Partner
David M. and Mary L. Speed TBE	Partner
David W. Hollopeter	Partner
Douglas E. and Carol L. Carneal TBE	Partner
Gary P. Bowman	Partner
George C. and Michele Nolan TBE	Partner
George P. Swenson	Partner
Grover J. and Iris B. Manderfield TBE	Partner
Jay B. Keyser	Partner
Jean L. Yablon	Partner
John Muha	Partner
Joseph and Kayla Manderfield TBE	Partner
Kenneth and Elizabeth Ryan TBE	Partner
Kevin W. and Paula J. Cole TBE	Partner
Laurence and Fern Bensignor TBE	Partner
Laurence H. and Beth P. Gesner TBE	Partner
Leonard S. Mitchel	Partner
Marion C. Dean	Partner
Mark D. and Cynthia McFall TBE	Partner
Michael J. Davidson	Partner
Michael M. Webb	Partner
Neil S. Kessler	Partner
OSF Properties, Inc.	Partner
Richard and Sue Rabil TBE	Partner
Richard W. and Sheila D. Centre TBE	Partner
Robert W. Berry and Kathryn M. Wanderling	Partner
The Marmuto Living Trust 17 June 03	Partner
Van Metre Millennium Investments, LLC	Partner
William A. Hazel Revocable Trust	Partner
William B. and Karen A. Gable TBE	Partner
William G. Franey	Partner
William H. Dean	Partner
William J. and Sherri C. McMenamin TBE	Partner

Check if applicable:
___ Additional Partnership information attached. *See* Attachment to Paragraph C-3.

3. *PARTNERSHIP INFORMATION*

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

Cooley Godward Kronish LLP, 11951 Freedom Drive, Suite 1500, Reston, VA 20190

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

Names and titles of the Partners:

NAME (First, M.I., Last)	*Title (e.g. General Partner, Limited Partner, etc)*
Jane K. Adams	Partner
Gian-Michele a Marca	Partner
Maureen P. Alger	Partner
Gordon C. Atkinson	Partner
Michael A. Attanasio	Partner
Jonathan P. Bach	Partner
Celia Goldwag Barenholtz	Partner
Frederick D. Baron	Partner
James A. Beldner	Partner

Check if applicable:
_X_ Additional Partnership information attached. *See* Attachment to Paragraph C-3.

NAME (First, M.I., Last)	Title (e.g. General Partner, Limited Partner, etc)	NAME (First, M.I., Last)	Title (e.g. General Partner, Limited Partner, etc)
Keith J. Berets	Partner	Lester J. Fagen	Partner
Laura A. Berezin	Partner	Brent D. Fassett	Partner
Russell S. Berman	Partner	David J. Fischer	Partner
Laura Grossfield Birger	Partner	M. Wainwright Fishburn, Jr.	Partner
Barbara L. Borden	Partner	M. Manuel Fishman	Partner
Jodie M. Bourdet	Partner	Keith A. Flaum	Partner
Wendy J. Brenner	Partner	Grant P. Fondo	Partner
Matthew J. Brigham	Partner	Daniel W. Frank	Partner
Robert J. Brigham	Partner	Richard H. Frank	Partner
John P. Brockland	Partner	William S. Freeman	Partner
James P. Brogan	Partner	Steven L. Friedlander	Partner
Nicole C. Brookshire	Partner	Thomas J. Friel, Jr.	Partner
Alfred L. Browne, III	Partner	Koji F. Fukumura	Partner
Matthew D. Brown	Partner	James F. Fulton, Jr.	Partner
Matthew T. Browne	Partner	Philip J. Gall	Partner
Robert T. Cahill	Partner	William S. Galliani	Partner
Antonio J. Calabrese	Partner	Stephen D. Gardner	Partner
Linda F. Callison	Partner	John M. Geschke	Partner
Roel C. Campos	Partner	Kathleen A. Goodhart	Partner
William Lesse Castleberry	Partner	Lawrence C. Gottlieb	Partner
Lynda K. Chandler	Partner	Shane L. Goudey	Partner
Dennis (nmi) Childs	Partner	William E. Grauer	Partner
Ethan E. Christensen	Partner	Jonathan G. Graves	Partner
Richard E. Climan	Partner	Kimberley J. Kaplan-Gross	Partner
Samuel S. Coates	Partner	Paul E. Gross	Partner
Alan S. Cohen	Partner	Kenneth L. Guernsey	Partner
Thomas A. Coll	Partner	Patrick P. Gunn	Partner
Joseph W. Conroy	Partner	Zvi (nmi) Hahn	Partner
Jennifer B. Coplan	Partner	John B. Hale	Partner
Carolyn L. Craig	Partner	Andrew (nmi) Hartman	Partner
John W. Crittenden	Partner	Bernard L. Hatcher	Partner
Janet L. Cullum	Partner	Matthew B. Hemington	Partner
Nathan K. Cummings	Partner	Cathy Rae Hershcopf	Partner
John A. Dado	Partner	John (nmi) Hession	Partner
Craig E. Dauchy	Partner	Gordon K. Ho	Partner
Darren K. DeStefano	Partner	Suzanne Sawochka Hooper	Partner
Scott D. Devereaux	Partner	Mark M. Hrenya	Partner
Jennifer Fonner DiNucci	Partner	Christopher R. Hutter	Partner
James J. Donato	Partner	Jay R. Indyke	Partner
Michelle C. Doolin	Partner	Craig D. Jacoby	Partner
John C. Dwyer	Partner	Eric C. Jensen	Partner
Robert L. Eisenbach, III	Partner	Robert L. Jones	Partner

Check if applicable:

_X_ Additional information for Item C-3 is included on an additional copy of page C-3.

NAME (First, M.I., Last)	Title (e.g. General Partner, Limited Partner, etc)	NAME (First, M.I., Last)	Title (e.g. General Partner, Limited Partner, etc)
Barclay J. Kamb	Partner	Timothy J. Moore	Partner
Richard S. Kanowitz	Partner	Webb B. Morrow, III	Partner
Jeffrey S. Karr	Partner	Kevin P. Mullen	Partner
Scott L. Kaufman	Partner	Frederick T. Muto	Partner
Sally A. Kay	Partner	Ryan (nmi) Naftulin	Partner
J. Michael Kelly	Partner	Stephen C. Neal	Partner
Jason L. Kent	Partner	James E. Nesland	Partner
James C. Kitch	Partner	Alison (nmi) Newman	Partner
Michael J. Klisch	Partner	William H. O'Brien	Partner
Michael H. Knight	Partner	Thomas D. O'Connor	Partner
Jason (nmi) Koral	Partner	Vincent P. Pangrazio	Partner
Barbara A. Kosacz	Partner	Timothy G. Patterson	Partner
Kenneth J. Krisko	Partner	Anne H. Peck	Partner
John G. Lavoie	Partner	D. Bradley Peck	Partner
Robin J. Lee	Partner	Susan Cooper Philpot	Partner
Shira Nadich Levin	Partner	Benjamin D. Pierson	Partner
Alan (nmi) Levine	Partner	Frank V. Pietrantonio	Partner
Michael S. Levinson	Partner	Mark B. Pitchford	Partner
Elizabeth L. Lewis	Partner	Michael L. Platt	Partner
Michael R. Lincoln	Partner	Christian E. Plaza	Partner
James C. T. Linfield	Partner	Lori R.E. Ploeger	Partner
David A. Lipkin	Partner	Thomas F. Poche	Partner
Chet F. Lipton	Partner	Anna B. Pope	Partner
Cliff Z. Liu	Partner	Marya A. Postner	Partner
Samuel M. Livermore	Partner	Steve M. Przesmicki	Partner
Douglas P. Lobel	Partner	Seth A. Rafkin	Partner
J. Patrick Loofbourrow	Partner	Frank F. Rahmani	Partner
Mark C. Looney	Partner	Marc (nmi) Recht	Partner
Robert B. Lovett	Partner	Thomas Z. Reicher	Partner
Andrew P. Lustig	Partner	Eric M. Reifschneider	Partner
Michael X. Marinelli	Partner	Michael G. Rhodes	Partner
John T. McKenna	Partner	Michelle S. Rhyu	Partner
Daniel P. Meehan	Partner	Julie M. Robinson	Partner
Beatriz (nmi) Mejia	Partner	Ricardo (nmi) Rodriguez	Partner
Thomas C. Meyers	Partner	Adam C. Rogoff	Partner
Erik B. Milch	Partner	Jane (nmi) Ross	Partner
Robert H. Miller	Partner	Richard S. Rothberg	Partner
Chadwick L. Mills	Partner	Adam J. Ruttenberg	Partner
Brian E. Mitchell	Partner	Adam (nmi) Salassi	Partner
Patrick J. Mitchell	Partner	Thomas R. Salley, III	Partner
Ann M. Mooney	Partner	Richard S. Sanders	Partner
Gary H. Moore	Partner	Glen Y. Sato	Partner

Check if applicable:

_X_ Additional information for Item C-3 is included on an additional copy of page C-3.

NAME (First, M.I., Last)	Title (e.g. General Partner, Limited Partner, etc)	NAME (First, M.I., Last)	Title (e.g. General Partner, Limited Partner, etc)
Martin S. Schenker	Partner	John H. Toole	Partner
Joseph A. Scherer	Partner	Robert J. Tosti	Partner
Paul H. Schwartz	Partner	Michael S. Tuscan	Partner
Renee (nmi) Schwartz	Partner	Edward Van Geison	Partner
William J. Schwartz	Partner	Miguel J. Vega	Partner
Brent B. Siler	Partner	Erich E. Veitenheimer, III	Partner
Gregory A. Smith	Partner	Aaron J. Velli	Partner
Whitty (nmi) Somvichian	Partner	Robert R. Vieth	Partner
Mark D. Spoto	Partner	Lois K. Voelz	Partner
Wayne O. Stacy	Partner	Craig A. Waldman	Partner
Neal J. Stephens	Partner	Kent M. Walker	Partner
Donald K. Stern	Partner	David A. Walsh	Partner
Michael D. Stern	Partner	David M. Warren	Partner
Anthony M. Stiegler	Partner	Steven K. Weinberg	Partner
Steven M. Strauss	Partner	Thomas S. Welk	Partner
Myron G. Sugarman	Partner	Christopher A. Westover	Partner
Christopher J. Sundermeier	Partner	Francis R. Wheeler	Partner
Ronald R. Sussman	Partner	Brett D. White	Partner
C. Scott Talbot	Partner	Peter J. Willsey	Partner
Mark P. Tanoury	Partner	Nancy H. Wojtas	Partner
Philip C. Tencer	Partner	Jessica R. Wolff	Partner
Gregory C. Tenhoff	Partner	Nan (nmi) Wu	Partner
Michael E. Tenta	Partner	John F. Young	Partner
Timothy S. Teter	Partner	Kevin J. Zimmer	Partner
ADDITIONS:			
Elias J. Blawie	Partner		
Renee R. Deming	Partner		
Sonya F. Erickson	Partner		
Alison J. Freeman-Gleason	Partner		
Jon E. Gavenman	Partner		
Kevin F. Kelly	Partner		
Natasha V. Leskovsek	Partner		
Mark A. Medearis	Partner		
Keith A. Miller	Partner		
Amy E. Paye	Partner		
John W. Robertson	Partner		
John H. Sellers	Partner		
Mark B. Weeks	Partner		
Mark (nmi) Windfield-Hansen	Partner		
Mavis L. Yee	Partner		

Check if applicable:

_X_ Additional information for Item C-3 is included on an additional copy of page C-3.

4. *ADDITIONAL INFORMATION*

a. One of the following options **must** be checked:

___ In addition to the names listed in paragraphs C. 1, 2, and 3 above, the following is a listing of any and all other individuals who own in the aggregate (directly as a shareholder, partner, or beneficiary of a trust) 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

_X_ Other than the names listed in C. 1, 2 and 3 above, no individual owns in the aggregate (directly as a shareholder, partner, or beneficiary of a trust) 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

Check if applicable:
___ Additional information attached. *See* Attachment to Paragraph C-4(a).

b. That no member of the Loudoun County Board of Supervisors, Planning Commission, Board of Zoning Appeals 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 though an interest in a partnership owning such land, or as beneficiary of a trust owning such land.

EXCEPT AS FOLLOWS: (If none, so state). NONE.

Check if applicable:
___ Additional information attached. *See* Attachment to Paragraph C-4(b).

c. That within the twelve-month period prior to the public hearing for this application, no member of the Loudoun County Board of Supervisors, Board of Zoning Appeals, or Planning Commission or any member of his immediate household, either individually, 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 (as defined in the Instructions at Paragraph B.3) 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 customer or depositor relationship with a retail establishment, public utility, or bank), including receipt of any gift or donation having a value of $100 or more, singularly or in the aggregate, with or from any of those persons or entities listed above.

EXCEPT AS FOLLOWS: (If none, so state). NONE.

Check if applicable:
___ Additional information attached. *See* Attachment to Paragraph C-4(c).

D. COMPLETENESS

That the information contained in this affidavit is complete, that all partnerships, corporations (as defined in Instructions, Paragraph B.3), 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 hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including any gifts or business or financial relationships of the type described in Section C above, that arise or occur on or after the date of this Application.

WITNESS the following signature:

_____

check one: [ ] Applicant or [X] Applicant's Authorized Agent

Jeffrey A. Nein, AICP Senior Land Use Planner
(Type or print first name, middle initial and last name and title of signee)

Subscribed and sworn before me this 19th day of June 2009, in the State/Commonwealth of Virginia, in the County/City of Fairfax.

_____
Notary Public

My Commission Expires: 3/31/2011

JUDITH M. WOLF
Notary Public
Commonwealth of Virginia
273145
My Commission Expires Mar 31, 2011

Revised October 21, 2008

BROADLANDS COMMERCIAL DEVELOPMENT, L.L.C.

BROADLANDS SOUTH, SECTION 204

ZONING CONCEPT PLAN AMENDMENT AND HOTEL SPECIAL EXCEPTION APPLICATION

ZCPA 2009-2006 and SPEX 2008-0032

STATEMENT OF JUSTIFICATION
(revised June 22, 2009)

PROJECT OVERVIEW

Broadlands Commercial Development, L.L.C. (the ***"Applicant"***), is the owner of Broadlands South Section 204 located in the southeast quadrant of the intersection of Mooreview Parkway and Old Ryan Road and adjacent to the Dulles Greenway. The Applicant requests a zoning concept plan amendment (***"ZCPA"***) for hotel and commuter parking uses and a special exception (***"SPEX"***) for a 160-room hotel all on a 4.87-acre portion of Section 204. The subject property (the ***"Property"***) is zoned PD-H4 (administered as PD-OP) under the Revised 1993 Zoning Ordinance (the ***"Zoning Ordinance"***) and is an area planned for commercial and employment uses. Adjacent uses include a future office building within Section 204 (STPL 2007-0046) to the southwest, planned office uses along Demott Drive within Section 202 to the northwest, and a future County safety center on the Moorefield Station property to the southeast. The Property is also proximate to the existing retail uses in Southern Walk Village Center on Wynridge Drive.

BRIEF HISTORY OF THE BROADLANDS PLANNED COMMUNITY

The planned community of Broadlands was created in the mid-1980s through a series of zoning approvals by Loudoun County, but was substantially redesigned in the mid-1990s with the adoption of ZMAP 1995-0003 and ZCPA 1994-0005. As part of the community redesign, Broadlands Associates, the Applicant, created a new Concept Plan and Proffers that established the location, intensity and mix of development throughout the approximately 1,400 acre site, as well as the public improvements and community features to be constructed as part of the phased development. Further revisions were approved in 1999 through ZCPA 1997-0004 and in 2005 through ZCPA 2002-0011. In addition, the Fallen Willow Farm rezoning, ZMAP 1999-0009, amended the office land uses in Sections 100, 102 and 104.

COMPLIANCE WITH THE PROFFERED REZONING

The Concept Plan divided the Broadlands community into sections and established the type, mix and intensity of uses for each section, consistent with the accompanying Proffers. Section 204 is designated for Office use. Under the PD-OP zoning regulations, a hotel use is permitted by special exception. The Concept Plan and Proffers also established caps on the number of dwelling units that could be constructed in Broadlands, as well as capped the percentage of commercial development permitted in Broadlands, including office uses, mixed use (office and

retail) and neighborhood retail. Broadlands is approved for more than 474,000 square feet of retail space. The amount of existing and currently proposed retail space, including the proposed hotel, is approximately 454,000 square feet, which complies with the proffered retail program.

Section 204 is designated by the approved Broadlands concept development plan for PD-OP uses at an FAR of 0.40, which allows for approximately 310,500 square feet of floor area on this 17.82-acre land bay. The proposed 115,000 square foot hotel, together with a planned office project of 144,000 square feet of floor area on the southern portion of Section 204, will result in a total of 259,000 square feet of floor area for Section 204 and will not exceed the proffered 0.40 FAR for Section 204. The proposed 115,000 square foot hotel will not exceed the 0.60 FAR allowed under the Zoning Ordinance for PD-OP parcels.

PROPOSED ZONING CONCEPT PLAN AMENDMENT

The purpose of this ZCPA application is to clarify that, in addition to office uses, the Property may be developed with hotel and commuter parking uses, in accordance with the PD-OP district zoning regulations. The ZCPA application includes a new concept development and new proffers for the Property. The proposed hotel use is described below in the special exception discussion.

The Applicant and County staff are working on a plan to utilize the Property for a temporary commuter parking facility. A commuter parking lot is needed to implement a County designed Transportation Management Program (***"TMP"***) that has been developed to offer options for commuters to Tysons Corner during the most disruptive period of Metrorail construction in the Tysons Corner area. A key strategy of the TMP is a new express bus service from Leesburg and Ashburn to employment sites in Tysons Corner that will be funded by the Dulles Rail project for a period of four and a half years beginning in September 2010. The Dulles North Transit Center is currently full beyond capacity and cannot accommodate parking for the express bus service. Failure to secure additional commuter parking in the Ashburn area to support the express bus service could jeopardize the Loudoun express bus strategy of the TMP.

The Property is ideally located at the Mooreview Parkway entrance/exit on the Dulles Greenway to be used as a commuter parking lot for the TMP's express bus service. The gravel area of the Property previously used as a temporary construction office site is large enough to accommodate approximately 140 to 150 cars. The existing commuter parking area within the nearby Southern Walk Village Center on Wynridge Drive would also be a stop for the express bus service and is suited to handle bikers and pedestrians who want to use this bus service. The duration of the express bus service and the time period needed for the commuter parking lot corresponds with the Applicant's timeframe to begin work on the proposed hotel, as described below.

PROPOSED SPECIAL EXCEPTION

The Applicant proposes to develop a hotel with approximately 115,000 square feet of floor area and up to 160 guest rooms on a 4.87-acre portion of Section 204. The proposed site is consistent with the hotel locational criteria of Section 5-611 of the Zoning Ordinance in that the Property has ready access to Mooreview Parkway, a major collector road, and to the Dulles Greenway, a principal arterial road, and is not in an environmentally sensitive area. The Property is served by

public water and sewer, and is not adjacent to any residential, agricultural or institutional uses. The Property was previously used as a temporary construction office site and has no significant vegetation.

The Property's location in an area planned for employment uses and a future transit station, and being adjacent to the access ramps on the Dulles Greenway, makes it very well suited for a hotel use. The proposed hotel will serve existing and future employment uses in the Dulles Greenway corridor, as well as tourists and visitors to the nearby residential communities. As shown on the special exception plat, the proposed hotel will be oriented to face Mooreview Parkway and will have its access on Old Ryan Road, which will be improved to provide turn lanes into the Property and at the Mooreview Parkway intersection. Significant building setbacks from the adjacent roads will allow the hotel to have a maximum height of 85 feet. Landscaping will be provided along the Property's perimeters and within the parking areas. A public access easement has been provided to allow the future safety center to have access to Old Ryan Road.

A market study prepared by REVPAR International, Inc., confirms that there is market support for a hotel on the Property and that the Property is an ideal location for a hotel in terms of access, visibility and area amenities. The Applicant anticipates that given current market conditions the proposed hotel will probably come on line in the next four to five years and the proposed Conditions of Approval for the special exception provide for such a delayed opening.

The proposed special exception plat incorporates many of the site design recommendations of the Retail Policy Plan, including a prominent building location, landscaped areas and usable outdoor open space, safe and efficient pedestrian and vehicular circulation, and lighting controls.

In a matter unrelated to the proposed hotel use, the Applicant has worked with the Office of Transportation Services (***"OTS"***) and VDOT to craft a solution to a traffic concern raised by OTS regarding the future Moorefield Station transit station located to the south of the Property. The special exception application provides additional right-of-way on Old Ryan Road for road widening improvements needed to serve traffic travelling to and from the transit station.

CONCLUSION

The proposed zoning concept plan amendment is consistent with the Business policies of the Revised General Plan and the Property's PD-OP designation. The special exception complies with the hotel location and development criteria in the Zoning Ordinance and is consistent with the site design recommendations of the comprehensive plan and with the overall proffered land use mix approved for Broadlands. Accordingly, the Applicant respectfully requests approval of the proposed zoning concept plan amendment and special exception.

ZCPA MATTERS FOR CONSIDERATION
Revised 1993 Zoning Ordinance Section 6-1211(E)

Matter 1. *Whether the proposed zoning district classification is consistent with the Comprehensive Plan.*

The ZCPA Property is subject to the Revised General Plan's (the ***"RGP"***) Suburban Policy Area land use recommendations, the Retail Policy Plan and the Transit-Oriented Development (***"TOD"***) policies, and is designated as Business. The proposed ZCPA application (the ***"Application"***) will not change the ZCPA Property's existing PD-H4 (administered as PD-OP) zoning district classification.

Matter 2. *Whether there are any changed or changing conditions in the area affected that make the proposed rezoning appropriate.*

The Application does not propose a change in zoning.

Matter 3. *Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate area.*

The proposed hotel and commuter parking uses are compatible with other permitted uses. The proposed amendments for the Property do not impact its classification as a PD-OP land bay.

Matter 4. *Whether adequate utility, sewer and water. transportation, school and other facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned.*

The Application does not propose a change in zoning.

Matter 5. *The effect of the proposed rezoning on the County's ground water supply.*

The Application will not have any adverse impact on the County's ground water supply.

Matter 6. *The effect of uses allowed by the proposed rezoning on the structural capacity of the soils.*

The Application will not have an adverse impact on the structural capacity of the soils.

Matter 7. *The impact that the uses that would be permitted if the property were rezoned will have upon the volume of vehicular and pedestrian traffic safety in the vicinity and whether the proposed rezoning uses sufficient measures to mitigate the impact of through construction traffic on existing neighborhoods and school areas.*

The Application will not change the approved densities for the ZCPA Property or

adversely impact traffic safety.

Matter 8. *Whether a reasonably viable economic use of the subject property exists under the current zoning.*

Not applicable. The current zoning is not being changed.

Matter 9. *The effect of the proposed rezoning on the environment or natural features, wildlife habitat, vegetation, water quality and air quality.*

The Application does not propose a change in zoning. The Property is currently approved for office uses.

Matter 10. *Whether the proposed rezoning encourages economic development activities in areas designated by the Comprehensive Plan and provides desirable employment and enlarges the tax base.*

The proposed addition of hotel and commuter parking uses will support economic development activities.

Matter 11. *Whether the proposed rezoning considers the needs of agriculture, industry and businesses in future growth.*

Not applicable. The Application does not propose a change in zoning.

Matter 12. *Whether the proposed rezoning considers the current and future requirements of the community as to land for various purposes as determined by population and economic studies.*

Not applicable. The Application does not propose a change in zoning.

Matter 13. *Whether the proposed rezoning encourages the conservation of properties and their values and the encouragement of the most appropriate use of land throughout the County.*

Not applicable. The Application does not propose a change in zoning.

Matter 14. *Whether the proposed rezoning considers trends of growth or changes, employment, and economic factors, the need for housing, probable future economic and population growth of the County, and the capacity of existing and/or planned public facilities and infrastructure.*

The Application is responsive to the lack of hotel uses in the Dulles Greenway Corridor and to the County's need for additional commuter parking facilities.

Matter 15. *The effect of the proposed rezoning to provide moderate housing by enhancing opportunities for all qualified residents of Loudoun County.*

Not applicable. The Application does not propose any change to the approved housing program in Broadlands.

Matter 16. *The effect of the rezoning on natural, scenic, archaeological, or historic features of significant importance.*

The Application will not impact any such features.

SPECIAL EXCEPTION MATTERS FOR CONSIDERATION
Revised 1993 Zoning Ordinance Section 6-1310

(A) *Whether the proposed special exception is consistent with the Comprehensive Plan.*

The SPEX Property is subject to the Revised General Plan's (***"RGP"***) Suburban Policy Area land use recommendations, the Retail Policy Plan and to the Transit-Oriented Development (***"TOD"***) policies. The amended Planned Land Use Map designates the Property for Business uses and as within the Transit Supportive Area surrounding the planned Moorefield Station transit station within the Dulles Greenway. The proposed hotel use is consistent with the RGP land use recommendations, retail policies and TOD policies.

(B) *Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control.*

The proposed hotel will be constructed to comply with the applicable fire and building codes.

(C) *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area.*

The proposed hotel use will not generate noise that may negatively impact any other uses in the immediate area.

(D) *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.*

All lighting for the proposed hotel use will be designed to minimize glare on adjacent uses.

(E) *Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.*

The proposed hotel will be compatible with and will complement the adjacent employment and commercial uses.

(F) *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood adequately screen surrounding uses.*

The SPEX Property will be landscaped to meet or exceed all ordinance requirements. All surrounding uses are commercial.

(G) *Whether the proposed special exception will result in the preservation of any topographic or physical, natural, scenic, archeological or historic feature of significant importance.*

The location of the proposed hotel use does not include any of the above-referenced features.

(H) *Whether the proposed special exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.*

The SPEX Property was previously cleared and planned for an office use. The development of the proposed hotel use will not have an adverse impact on the environment.

(I) *Whether the proposed special exception at the specified location will contribute to or promote the welfare or convenience of the public.*

The proposed hotel will contribute to the convenience of the traveling public.

(J) *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.*

The proposed hotel use will generate significantly less traffic than the office use currently approved for the Property and will be adequately and safely served by the transportation infrastructure.

(K) *Whether, in the case of existing structures proposed to be converted to uses requiring a special exception, the structures meet the code requirements of Loudoun County.*

Not applicable.

(L) *Whether the proposed special exception will be served adequately by essential public facilities and services.*

The proposed hotel will be served adequately by existing public utilities and essential public services.

(M) *The effect of the proposed special exception on groundwater supply.*

The proposed hotel will not impact the groundwater supply and will be served by public water.

(N) *Whether the proposed use will affect the structural capacity of the soils.*

The soil conditions on the SPEX Property will support the proposed hotel.

(O) *Whether the proposed use will negatively impact orderly and safe road development and transportation.*

The existing road network is designed to accommodate office uses in Section 204. The proposed hotel will have less impact on roads than an office use.

(P) *Whether the proposed special exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.*

The proposed hotel use will provide additional employment opportunities and will augment the County's commercial tax base.

(Q) *Whether the proposed special exception considers the needs of agriculture, industry and businesses in future growth.*

The proposed hotel use will serve the needs of businesses, employees, tourists and residents.

(R) *Whether adequate on and off-site infrastructure is available.*

Section 204 is planned for office uses and all necessary infrastructure is available at the hotel site.

(S) *Any anticipated odors which may be generated by the uses on site, and which may negatively impact adjacent uses.*

The hotel use will not generate any offensive odors.

(T) *Whether the proposed special exception uses sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and school areas.*

Construction traffic will not need to traverse any existing neighborhoods or school areas to access the Property.

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Cooley
GODWARD KRONISH LLP

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JAN 21 2009
PLANNING DEPARTMENT

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BY HAND DELIVERY

January 21, 2009

Sophia S. Fisher
Project Manager
Department of Planning
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Leesburg, Virginia 20177

RE: Broadlands South Section 204 Hotel, SPEX 2008-0032
Response to Second Review Comments

Dear Sophia:

This letter includes our response to the staff review comments we have received regarding the second submission of the special exception application for the Section 204 Hotel (the "Application").

Enclosed are 10 copies of the draft development conditions. Also, to address a question from Zoning, we have enclosed 3 copies of the recorded Deed (plat attached) regarding the public access easement granted to the County for the adjacent fire station site. Ten copies of the revised SPEX plans will be delivered to you under separate cover.

The staff review comments are addressed below in chronological order. Each agency's comments are summarized (noted in *Italics*) and followed by our response.

Loudoun Water (comments dated 7/23/08)

Revise the general note #8 on sheet 1 to read, "All water and sewer facilities shall be provided by the applicant subject to rates, rules and regulations of Loudoun Water."

Note #8 has been revised as requested.

Zoning Administration, Department of Building and Development (comments dated 12/8/08)

II. CONFORMANCE WITH ZONING ORDINANCE REGULATIONS

1. Previous Comment: "According to County records, there is an active preliminary record plat (SBPR-2007-0011) associated with the subject parcel that will subdivide the 17.1 acre parcel into 3 parcels, one of which will be a 5.41 acre parcel for the proposed hotel use. Staff recommends that a condition of approval be drafted that states that the SBPR must be approved and recorded before the SPEX is approved." Staff notes that SBPR-2007-0011 was recorded on December 4, 2008. Thus, update the PIN/Tax Map information, deed book and page information and owner info as

necessary on Sheet 1. In addition, clarify the gross and net parcel acreage for the site. The SPEX plat states that the property is 4.87 acres in size. However, the figure 205,885 sq.ft. was used in the lot coverage calculation on Sheet 3. Clarify this discrepancy.

The parcel information on Sheet 1 has been updated as requested, and on all other applicable sheets. The current property area is 4.87 acres. The 205,885 sq.ft. lot area number used for the lot coverage calculation on Sheet 3 represents the net lot area (4.72 acres) remaining after the anticipated future right-of-way dedication on Ryan Road. The plat on Sheet 3 has been revised to better depict the future right-of-way dedication area.

III. ISSUES FOR CONSIDERATION SECTION 6-1310

3. Previous Comment: "(J) Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services. As shown on the SPEX plat and preliminary/record plat SBPR-2007-0011, a portion of land on the south side of the subject property will be used to provide an emergency and public access easement for the proposed Moorefield Station Safety Center located on the parcel to the east. Proffer II.G of ZMAP-2001-0003 requires that the developer provide a public road to the safety center and Section 4-1121(D) requires service by a public road for the proposed use. Please provide proof that an easement agreement has been reached, or provide the instrument number of a land or easement dedication to the County that provides public road access to this site, as it impacts the traffic circulation on the subject parcel for the hotel use. Also, clarify when the emergency/public access easement shown on the SPEX plat will be constructed. In addition, clarify who will be responsible for the maintenance of such easement and provide documentation as to whether additional safety measures (e.g. signals, preemptive measures, signage, road improvements) are required at the intersections near the hotel. Staff defers additional comment to Fire, Rescue & Emergency Services, the Office of Transportation Services and VDOT." Comment not resolved. Provide documentation clarifying who will be responsible for construction and maintenance of said public access easement.

The construction and maintenance of the public access easement is the responsibility of the County, the beneficiary of the easement, as documented in the recorded Deed for SBPR 2007-0011. Courtesy copies of the recorded Deed and Plat are enclosed for your reference.

IV. CONDITIONS OF APPROVAL

1. Regarding Condition #2, it states that stormwater management will be provided either off-site in another portion of Section 204 or in underground structures on the hotel property. The SWM/BMP shown on the SPEX plat is located within a proffered tree save area, which is not permitted. Resolve this issue.

There is no issue. The proffered commitment pertains to "potential tree preservation" areas. The relevant proffer, Proffer 66 (b) of ZCPA 1994-0005/ZMAP 1995-0003, reads as follows:

"Existing trees and vegetation worthy of preservation within 60 feet of the DTRE right-of-way shall be preserved by preservation easement, subject to utility and storm water detention easements."

We respectfully point out that the potential SWM/BMP location in question contains no vegetation and that the proffer allows for the placement of SWM/BMP facilities within such proffered areas.

2. Regarding Condition #3, it states that the Applicant will provide a minimum of 2 picnic tables with benches in the usable open space areas designated on the Plat. Staff notes that the usable open space areas are not delineated on the plat.

Sheet 3 of the Plat does identify "Useable Open Space" in the Legend and these areas are depicted on either side of the hotel's entrance.

3. Regarding Condition #6, SBPR-2007-0011 was recorded on 12-4-08. Thus, this Condition is not necessary.

Comment acknowledged. Previous condition #6 has been deleted.

Virginia Department of Transportation (comments dated 12/15/08)

1. Concerning the number of parking spaces: Is it seriously the intent of the developer to have no restaurant and only a 40-person meeting room at this hotel?

That is the development program for this hotel.

2. See our September 9, 2008 comment #1 on STPL 2007-0046 concerning a northbound left turn lane at the southeasterly entrance. This will affect the road improvements in that area shown on this application.

The Ryan Road improvements depicted on the plat are consistent with the current STPL 2007-0046 application. Entrance improvements required for the office project on the opposite side of Ryan Road (STPL 2007-0046) will be incorporates into the final site plan for the hotel property and will be coordinated with VDOT.

3. The proposed 6' trail will accommodate pedestrians, or serve as a one-way shared use path, but it is too narrow to adequately serve cyclists as a two-way facility. The standard width for a two-way shared path is 10'.

The 6 foot-wide trail is consistent with County standards for shared-use trails located outside of VDOT rights-of-way (Facilities Standards Manual Section 4.600 B.2.d.).

4. Be aware that required entrance sight distance looking southeasterly from the northwesterly entrance location will cross the Parcel 1 site on the opposite side of the road.

Any required sight distance easements will be obtained.

Environmental Review Team, Department of Building and Development (comments dated 12/22/08)

1. Staff notes that the applicant elects not to pursue LEED certification. Staff recommends consideration of the following LEED traits that are touted by current or recent applicants as practical design features. Applying these measures does not require LEED certification:

- *Water efficient plumbing fixtures*
- *Bicycle storage and shower facilities*
- *Drought tolerant landscaping*
- *Drip irrigation system*
- *T-8 interior lighting*
- *Light Emitting Diode (LED) exit signs*
- *Programmed heating, ventilation, and air conditioning (HVAC) controls*
- *Energy management system*
- *Windows with a U-factor of 0.4 or less*
- *Revolving doors at main entrance*

All recommended LEED measures will be reviewed and those that do not have a negative financial impact on the hotel construction costs will be incorporated into the building plans.

2. In response to staff's noise attenuation recommendation, the applicant references approved proffers with ZMAP 2005-0003 that address noise attenuation for commercial buildings within 200 feet of the Dulles Greenway. Because these proffers do not mention the Noise Abatement Criteria (NAC) specified with the Aural Environmental policies of the Revised General Plan (Page 5-42), proffer compliance from a 1995 application may or may not meet NAC outcomes noted in the 2001 RGP. Staff recommends that the applicant meet the proffered requirements in a manner that also meets RGP policies for NAC.

As previously stated, the Property is subject to the proffers of ZCPA 1994-0005 and ZMAP 1995-0003, Broadlands South, which include a noise attenuation commitment (Proffer 67) for all office and retail buildings located within 200 feet of the Dulles Toll Road Extended right-of-way. The pertinent section of this proffer, Proffer 67 (a) , reads as follows:

"All office and retail buildings within 200 feet of the DTRE right-of-way shall be constructed with the following measures to mitigate the impact of highway noise:

i. Construction materials and techniques known to have physical properties or characteristics suitable to achieve a Sound Transmission Classification ("STC") of 45 dba for exterior walls;

ii. Windows shall either be double-glazed or fitted with storm windows; and

iii. Adequate measures to seal and caulk between surfaces".

These proffered commitments meet or exceed the RGP's recommended NAC of 52 (interior) dB(A) Leq (h) for hotel uses. We have added a Condition #7 that states that the hotel use will be subject to this proffered noise attenuation standard.

Office of Transportation Services (comments dated 12/23/08)

Existing and Forecasted Traffic Volumes and Levels of Service (LOS)

Previous Comment: "The TIA consultant's forecasted traffic volumes for 2015 are higher than regional forecast for 2030. OTS would appreciate meeting with the consultant to discuss this methodology problem. Response: The TIA consultant understands the methodology concern and will submit an amended traffic report to OTS." *Status: The background assumptions in the updated traffic study better reflect current development growth rates and are acceptable. Methodology concerns are resolved.*

Comment acknowledged.

Previous Issue 1. "Left and right turn lanes should be provided from Old Ryan Road into the hotel's entrances if required by VDOT. Response: Comment acknowledged. It is noted that a left turn lane from Old Ryan Road into the hotel entrance is shown on the SPEX Plat." *Status: It is noted that in response to a VDOT comment, the applicant revised the SPEX plat to depict road improvements shown on STPL 2007-0046. A left turn lane will be provided into the North Site Entrance. Issue resolved.*

Comment acknowledged.

Previous Issue 2. "Left and right turn lanes should be provided from Old Ryan Road to Mooreview Parkway. Response: Left and right turn lanes from Old Ryan Road to Mooreview Parkway are shown on the SPEX Plat." *Status: Issue resolved.*

Comment acknowledged.

Previous Issue 3. "If a traffic signal has not been proffered by others at the intersection of Mooreview Parkway/Old Ryan Road/Greenway Eastbound Ramp, this project should pay a fair share. Response: The SPEX Property is subject to the Broadlands South proffers (ZCPA 1994-0005/ZMAP 1995-003). Proffer 61 requires a contribution for all office and retail development to be used for transportation facilities that benefit Broadlands South. The proposed hotel will be subject to this transportation contribution." *Status: Issue resolved.*

Comment acknowledged.

Previous Issue 4. "A multi-purpose trail should be provided along this project's Mooreview Parkway frontage. There is a similar trail north of the Greenway. Response: A sidewalk exists along the Property's Mooreview Parkway frontage. The SPEX Plat depicts a pedestrian trail on the east side of Old

Ryan Road that connects to this existing sidewalk and to the Moorefield Station property to the south." *Status: The sidewalk along Mooreview Parkway is narrow and does not meet FSM standards. If replaced by a trail, a sidewalk along Ryan Road would suffice.*

The referenced sidewalk on Mooreview Parkway was constructed within the past 12 months by the Dulles Greenway owners in accordance with plans approved by the County and VDOT.

Previous Issue 5. "Given the hotel's proximity to the future Dulles Rail line, a transit contribution merits consideration. Response: As noted above, the proposed hotel is subject to the proffered Broadlands South transportation contribution. In addition, Broadlands South has provided a proffered commuter parking lot in Section 206." *Status: Based on Proffer 61 of ZCPA 1994-0005/ZMAP 1995-0003 what is the expected regional transportation contribution from the hotel?*

Proffer 61 requires a contribution of $0.50 (base year of 1992) per square foot of office/retail development at the time of zoning permit. If constructed in 2009, the 115,000 square foot hotel would have a regional transportation contribution of approximately $87,400.

Community Planning, Department of Planning (comments dated 1/5/09)

1. Market Study. The applicant has provided a market analysis prepared by RevPAR International. The study indicates that there is market support for a new hotel at the subject location over the long term, and given its access, visibility and location to area amenities it would make an excellent site for a hotel. Staff agrees with RevPAR International's analysis that a hotel in this location may be appropriate in the long term market. However, it appears that development of the hotel is premature at this time and may impair the viability of neighboring hotels that have been previously approved. Staff is not able to support the Special Exception request.

We agree that a hotel may not be feasible in the near term. However, as noted in the RevPAR analysis and as acknowledged by staff, the site is an excellent location for a hotel and there is market support for a hotel over the long term. To that end, we have proposed a development condition that no occupancy permit for the hotel will be issued for at least 4 years from the approval of this application and that the special exception's period of validity will expire in 7 years from the approval of this application, unless extended by the Board of Supervisors. Please see proposed condition #6.

2. Location. As stated above, the applicant has provided a market analysis to demonstrate that the location of the hotel can be supported by the surrounding area. Staff agrees with RevPAR International's analysis that a hotel in this location may be appropriate in the long term market. However, it appears that development of the hotel is premature at this time and may impair the viability of neighboring hotels that have been previously approved. Staff is not able to support the Special Exception request.

Please see the response to comment 1 above.

3. Land Use. The applicant is not asking for additional retail and service uses above and beyond what was approved in the original proffered rezoning. This issue has been resolved.

Comment acknowledged.

4. Site Design. Staff finds that the site design and layout exhibits the design features envisioned by the Plan and supports the proposed conditions of approval as a means to ensure compliance with the Plan. These issues are resolved.

Comment acknowledged.

5. Noise Associated with Ldn 60. Staff continues to recommend the use of acoustical treatment for the hotel to ensure that interior noise levels do not exceed a sound level of 45 db(A).

The Revised General Plan recommendation that interior noise levels do not exceed a sound level of 45 db(A) pertains specifically to new residential units located within the Ldn 60 to 65 aircraft noise contour (Policy 7b. on page 5-46). We respectfully point out that this application is for a commercial use and is also located 1 mile from the Ldn 60 aircraft noise contour and, therefore, is not subject to this particular policy.

In addition, as previously stated, the Property is subject to the proffers of ZCPA 1994-0005 and ZMAP 1995-0003, Broadlands South, which include a noise attenuation commitment (Proffer 67) for all office and retail buildings located within 200 feet of the Dulles Toll Road Extended right-of-way. The pertinent section of this proffer, Proffer 67 (a) , reads as follows:

"All office and retail buildings within 200 feet of the DTRE right-of-way shall be constructed with the following measures to mitigate the impact of highway noise:

i. Construction materials and techniques known to have physical properties or characteristics suitable to achieve a Sound Transmission Classification ("STC") of 45 dba for exterior walls;

ii. Windows shall either be double-glazed or fitted with storm windows; and

iii. Adequate measures to seal and caulk between surfaces".

These proffered commitments meet or exceed the RGP's recommended Noise Abatement Criteria (NAC) of 52 (interior) dB(A) Leq (h) for hotel uses. We have added a Condition #7 that states that the hotel use will be subject to this proffered noise attenuation standard.

Department of Fire, Rescue and Emergency Management (comments dated 1/6/09)

The Applicant adequately addressed staff's concerns with the second submission. Staff has no further comments regarding this application.

Comment acknowledged.

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GODWARD KRONISH LLP

We believe this response letter, the revised SPEX plans, and the draft development conditions address all review comments, and we respectfully request that this Application be scheduled for the next available Planning Commission public hearing.

Please do not hesitate to contact me if you have any questions or if you require any additional information.

Very truly yours,

Cooley Godward Kronish LLP

Jeffrey A. Nein, AICP
Senior Land Use Planner

Enclosures

cc: Roy R. Barnett, Van Metre Companies
Jeffrey L. Gilliland, P.E., J2 Engineers, Inc.
Michael Workosky, P.E., Wells & Associates
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November 7, 2008

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RE: Broadlands South Section 204 Hotel, SPEX 2008-0032
Response to Initial Review Comments

Dear Sophia:

This letter includes our response to the staff review comments we have received regarding the initial submission of the special exception application for the Section 204 Hotel (the "Application").

Enclosed are 10 copies of the revised Statement of Justification, 10 copies of the draft development conditions, and 3 copies of the market study. Ten copies of the revised SPEX plans will be delivered to you under separate cover.

The staff review comments are addressed below in chronological order. Each agency's comments are summarized (noted in *Italics*) and followed by our response.

Division of Environmental Health (comments dated 6/10/08)

The Department recommends approval of this application. No site sewage disposal facilities exist on the parcel. The old dug well has been abandoned and the irrigation well will be used for irrigation.

Comments acknowledged.

Department of Fire, Rescue and Emergency Management (comments dated 7/8/08)

The public access easement will serve as the means of ingress/egress for the Moorefield Public Safety Center which will be constructed at the parcel located west of the hotel. Drivers exiting the hotel via the shown "one way out" egress point shown on the plans will also be using that travel way. While Fire and Rescue personnel always exercise due diligence while entering the road network to respond to an emergency, in order to ensure the safety of Fire-Rescue personnel and drivers exiting the hotel, Staff respectfully requests that the Applicant will consider installing signage that would provide adequate warning to drivers that an emergency vehicle could be exiting the station and to give themselves enough time to stop.

The SPEX Plat has been revised to note that this driveway will be marked/signed for emergency access only. Please see Sheet 4.

The proposed canopy at the entrance of the building should have a height clearance of a minimum of 14 feet to ensure adequate access of emergency vehicles.

Comment acknowledged.

The Fire Marshal's Office also had the opportunity to review the application and offered no comments. The Ashburn Volunteer Fire and Rescue Company, first due fire and rescue company to the site requested that emergency vehicles only be allowed to use the "exit only" travel way as emergency access (ingress) to the facility. In order to accommodate access the curb should be modified to allow the turn by large apparatus.

As noted above, the referenced driveway will be marked and signed as an emergency exit only for hotel guests. The site plan will provide a driveway design that accommodates the ingress and egress of large emergency apparatus.

Environmental Review Team, Department of Building and Development (comments dated 7/8/08)

1. Staff encourages a commitment in the design of the proposed structure to meet Leadership in Energy and Environmental Design (LEED) standards, as supported by the United States Green Building Council. With the second submittal, please include a LEED for New Construction or Core and Shell score sheet to indicate design commitments to site sustainability, water efficiency, energy and atmosphere, indoor air quality, efficient materials and resources use, and innovative design.

LEED recognizes site sustainability, conservation of energy and water, and indoor air quality, among other goals. The Revised General Plan also encourages these goals in the General Water Policies supporting long-term water conservation (Policy 1, Page 2-20); the Solid Waste Management Policies supporting waste reduction, reuse, and recycling (Policy 2, Page 2-23); and the Air Quality Policies supporting the creation of pedestrian and bicycle facilities (Policy 1, Page 5-41). Furthermore, the County encourages project designs that ensure long-term environmental and economic sustainability, as discussed in the Suburban Policy Area, Land Use and Pattern Design text (Page 6-2). As of April 15, 2008, the Board of Supervisors also endorsed LEED as the preferred green building rating system for commercial construction and recommended the "COG Regional Green Standard" for private development, as described on pages 11-12 of "Greening the Washington Metropolitan Region's Built Environment", available at http://www.mwcog.org/environment/greenbuilding/.

The Property is subject to the Broadlands South proffers approved with ZCPA 1994-0005 and ZMAP 1995-0003. These proffers require the development of the Property to include "Green" elements such as interconnecting pedestrian sidewalks and trails (Proffer 15), stormwater management, including BMPs (Proffers 29 and 30), transportation systems management

implementation (Proffer 62), Dulles Toll Road Extended noise attenuation (Proffer 67), and recycling program implementation (Proffer 68).

2. No stormwater management or best management practice (SWM/BMP) information is provided with this application. Please provide sufficient information in plan view and in a narrative to demonstrate a viable SWM/BMP approach for the proposed project. Revised 1993 Zoning Ordinance Section 6-1310(H) includes the impacts of the development on water quality as an issue for consideration of a special exception.

Stormwater management for the Property will be provided in accordance with the Facilities Standards Manual either on the adjacent portion of Section 204 currently under site plan review for office uses (STPL 2007-0046, Broadlands South Section 204 Parcel 1), or future revision to said site plan should same be approved prior to final engineering of the Property, or in underground structures on the Property.

3. Noise Policy 2 of the Revised Countywide Transportation Plan (CTP, Page 4-7) and the Highway Noise Policies in the Revised General Plan (Page 5-46) indicate that "all land development applications that propose land uses adjacent to any of the existing and/or proposed arterial and major collector roads will be designed to ensure that no residential or other type(s) of noise-sensitive use(s) will have traffic noise impacts which occur when the predicted traffic noise levels approach or exceed the noise abatement criteria," which are outlined on Table 4-1 on Page 4-8 of the CTP.

Because the property is located adjacent to the Dulles Greenway and Mooreview Parkway, staff recommends that the applicant consider the following noise study commitment, similar to commitments provided with other approved projects:

"The applicant will provide a noise impact study to the County that will determine the need for any additional buffering and noise attenuation measures along Dulles Greenway, the access ramp off of Mooreview Parkway, and Mooreview Parkway. The noise impact study shall be based upon the ultimate road configuration as defined in the Revised Countywide Transportation Plan and the ultimate design speed. Traffic volumes for the roadway will be consistent with either the 2030 forecast from the Loudoun County Transportation Forecasting Model or volumes projected at a time 10-20 years from the start of construction as confirmed by the Office of Transportation Services, based on the latest horizon year.

This noise impact study will be conducted by a certified professional engineer and submitted to the County concurrently with the first site plan or construction plan, whichever is first in time. Noise impacts occur if noise levels substantially exceed the existing noise levels (a 10 decibel increase over existing levels) or approach (one decibel less than), meet, or exceed the Noise Abatement Criteria identified in the Revised Countywide Transportation Plan. For all impacted uses, noise attenuation measures shall be provided along the specified roadway or incorporated into proposed structures sufficient to mitigate the anticipated noise impacts prior to the issuance of occupancy permits for any impacted structures. Noise attenuation shall result in noise levels less than impact levels (2 decibels less than the Noise Abatement Criteria) and shall result in a

noise reduction of at least 5 decibels. Where noise attenuation measures are needed, priority shall be given to passive measures (to include adequate setbacks, earthen berms, wooden fences, and vegetation). Structural noise attenuation measures (e.g., noise walls) shall only be used in cases where the mitigation cannot otherwise be achieved."

The Property is subject to the proffers of ZCPA 1994-0005 and ZMAP 1995-0003, Broadlands South, which include a noise attenuation commitment (Proffer 67) for all office and retail buildings located within 200 feet of the Dulles Toll Road Extended right-of-way. The proposed hotel will comply with this proffered commitment.

Community Planning, Department of Planning (comments dated 7/10/08)

1. Land Use. Staff requests additional information regarding how this proposal is meeting the retail policies of the Plan with respect to land use mix.

The Property is part of the Broadlands/Broadlands South planned community (ZCPA 1994-0005 and ZMAP 1995-0003), which was approved by the County prior to the adoption of the Retail Policy Plan element in 1997. The approved proffers and concept plan allow for a higher percentage of retail uses than subsequently recommended by the Retail Policy Plan for future planned communities. Broadlands as a whole is approved for more than 474,000 square feet of retail floor area. The amount of existing and currently proposed retail space, including the 115,000 square foot hotel, is approximately 454,000 square feet and is consistent with the proffered retail program.

2. Market Study. Staff recommends the applicant provide a statement describing the catchment or market area to be served and an analysis by the applicant of existing and proposed competing projects.

The requested market study is included with this submission.

3. Location. The proposed hotel does not appear to be employment supportive as envisioned by the Plan, as it is not located in proximity to the entire business component of the Broadlands development. Staff recommends that the applicant demonstrate how the hotel is employment supportive to the businesses in the Broadlands development as it is physically separated from those uses by Mooreview Parkway and significant environmental features.

As noted in the market study, the hotel site has excellent access to and from the Dulles Greenway and is positioned to serve business, tourism and community needs not only within Broadlands, but throughout the Ashburn area. The proposed hotel is situated midway between the employment centers in Broadlands and the future transit station. The proposed sidewalks and trails depicted on the SPEX Plat will provide connectivity to the existing and planned Broadlands pedestrian network that serves the community's employment and open space areas.

4. Site Design. The proposal lacks information on the physical design of the site. Staff recommends the proposal address the Design Guidelines of the Retail Plan, as outlined above. Specifically, staff recommends the application be revised to include detailed information regarding: building design and architecture; circulation and parking; landscaping and buffering; and signage and lighting.

With respect to building placement and design, the SPEX Plat shows that the hotel is the prominent feature of the site, that the pedestrian trail along Old Ryan Road is separated from the parking lot by green space, and that usable outdoor spaces are provided. With respect to circulation and parking, the SPEX Plat depicts safe pedestrian travel routes, including crosswalks, and that the parking areas will be landscaped and screened. With respect to landscaping and buffering, the SPEX Plat shows that both the parking areas and the site perimeters will be landscaped. With respect to signage and lighting, the hotel will be subject to the signage requirements of the approved Broadlands comprehensive sign plan, ZMOD 2005-0010, and a development condition has been proposed to address site lighting.

a. Pedestrian and Bicycle Circulation. Staff recommends that an external and internal pedestrian and bicycle system be provided that includes safe and efficient connections to the various buildings in Section 204 and to the adjacent properties of Broadlands and Moorefield Station. A green space/landscaped buffer area should also be provided between pedestrian and vehicular areas, including both roadways and parking lots.

A 6-foot wide trail on the east side of Ryan Road is provided to provide connectivity with the internal sidewalk system, the existing sidewalk on Mooreview Parkway to the north and with the Moorefield Station property to the south. Striped crosswalks are provided at all driveway crossings. Landscaping is provided between the trail and Ryan Road and the adjacent parking lot.

b. Lighting. Staff recommends a condition limiting the intensity of the lighting as well as light trespass.

A development condition regarding site lighting has been proposed.

5. Open Space. Staff recommends that the proposed development be revised to provide adequate public open space, other than just landscaped buffer areas, within the proposed development, including usable outdoor space for employees and guests.

The revised SPEX Plat depicts areas of usable outdoor open space for employees and guests. The pedestrian trail shown on the SPEX Plat provides connectivity with the larger open space areas with the Broadlands community, including the Stream Valley Park.

6. Noise Associated with Ldn 60. Staff recommends the use of acoustical treatment for the hotel to ensure that interior noise levels do not exceed a sound level of 45 db(A).

As noted by staff, Policy 7b on page 5-46 of the Revised General Plan, which recommends acoustical treatment to insure that interior noise levels do not exceed a sound level of 45 db(A), pertains specifically to new residential units located within the Ldn 60 to 65 aircraft noise contour. We respectfully point out that this application is for a commercial use and is also located 1 mile from the Ldn 60 aircraft noise contour and, therefore, is not subject to this particular policy. However, as noted above, the Property is subject to the proffers of ZCPA 1994-0005 and ZMAP 1995-0003, Broadlands South, which include a noise attenuation commitment (Proffer 67) for all retail buildings located within 200 feet of the Dulles Toll Road Extended right-of-way. The proposed hotel use will comply with this proffer requirement.

Virginia Department of Transportation (comments dated 7/16/08)

1. The 173 parking spaces provided do not appear to accommodate restaurant and meeting room uses in addition to the 160 sleeping rooms. The 11 spaces in excess of the sleeping room requirements would only serve a 550 square foot restaurant or a 44 person meeting room.

The proposed hotel will not include a full service restaurant. Parking is provided for the planned meeting space within the hotel.

2. See our April 22, 2008 comment #1 on STPL 2007-0046 concerning a northbound left turn lane at the southeasterly entrance. This will affect the road improvements in that area shown on this application.

The SPEX Plat has been revised to depict the road improvements proposed with STPL 2007-0046.

3. Does the county desire sidewalks along Route 772?

The SPEX Plat has been revised to provide a pedestrian trail on the east side of Route 772.

4. Show how the lanes of Route 772 align with the Route 267 ramp lanes on the opposite side of Mooreview Parkway.

Sheet 4 illustrates the alignment of the one-way Greenway exit ramp and Route 772.

5. When the Ashburn Village Boulevard bridge over Route 267 is widened, will additional right of way be needed along the northwesterly edge of this site?

The Ashburn Village Boulevard bridge over Route 267 has been widened to its ultimate configuration and all necessary right-of-way has been dedicated.

6. Ensure adequate sight distance at each entrance location.

Adequate sight distance will be demonstrated at the time of site plan review.

Zoning Administration, Department of Building and Development (comments dated 7/18/08)

II. CONFORMANCE WITH ZONING ORDINANCE REGULATIONS

1. According to County records, there is an active preliminary record plat (SBPR-2007-0011) associated with the subject parcel that will subdivide the 17.1 acre parcel into 3 parcels, one of which will be a 5.41 acre parcel for the proposed hotel use. Staff recommends that a condition of approval be drafted that states that the SBPR must be approved and recorded before the SPEX is approved.

The Applicant would not object to a condition that requires recordation of the preliminary record plat prior to the approval of a site plan for the hotel use approved with this Application. Please see proposed Condition #6.

2. Clarify when the roadway dedication and improvements shown on Sheet 4 will be constructed and who will be responsible for such improvements.

The minimum right-of-way dedication for Old Ryan Road in its existing condition will be made with SBPR 2007-0011. The additional dedications and necessary road improvements will be implemented in conjunction with the development of each project, i.e. the pending office project and the proposed hotel.

3. Provide a running tabulation which demonstrates compliance with ZCPA-1997-0004 regarding the maximum overall square footage of office permitted in Broadlands South.

All office site plans provide a running tabulation of office floor area to demonstrate compliance with the applicable proffers.

4. The PD-OP requirements table on Sheet 3 states that the total proposed building lot coverage is 22,530 square feet while the label on the building states the footprint is 18,400+-. Resolve this discrepancy.

The noted discrepancy has been corrected.

5. ***Section 4-110 (C) and (E).*** *Staff notes that a one-way out drive on the east side of the property will connect with the public access easement to be used by the Moorefield Station Safety Center. Demonstrate how vehicular access coming from the off-street parking areas of the hotel will promote safe traffic flow while also providing adequate ingress/egress for the Moorefield Station Safety Center. Staff defers additional comment regarding the safety of pedestrians and convenient, safe traffic circulation to the Department of Fire and Rescue Services, VDOT and OTS.*

The SPEX Plat has been revised to note that the driveway will be marked and signed as an emergency exit only for hotel guests.

6. ***Section 4-307(E). Site Planning.*** *Outdoor storage, areas for collection of refuse, loading areas and parking from streets, agricultural and residential uses must be screened with landscaping, buffering and screening.*

Sheet 4 depicts the required landscaping and screening.

7. ***Table 5-1102. Off-Street Parking Requirements.*** *Clarify whether the hotel will contain uses such as restaurants, restaurant/banquet and meeting rooms, as additional parking spaces and loading spaces will be required for these uses. Revise the off-street parking and loading tabulations on Sheet 3 accordingly. Also, the number of proposed parking spaces stated in the Parking and Loading Table on Sheet 3 conflicts with the number of spaces drawn on Sheet 3. Clarify this discrepancy.*

The hotel will not include a restaurant, but will include meeting space. The parking tabulations on Sheet 3 have been revised accordingly. The number of parking spaces stated and depicted has been reconciled.

8. ***Section 5-1504 Light and Glare Standards.*** *Add a note to Sheet 1 stating that the proposed use will meet the regulations stated in Section 5-1504.*

Note 24 has been added to Sheet 1 to address this comment.

9. ***Section 5-1507 Noise Standards.*** *Add a note to Sheet 1 stating that the proposed use will meet the regulations stated in Section 5-1507.*

Note 25 has been added to Sheet 1 to address this comment.

10. Proffer III.C.14 of the Broadlands Proffer Statement states, "Developer shall construct, in accordance with the County's FSM, a pedestrian trail system consisting of sidewalks and trails to provide connections between land bays and private and public recreational areas as well as to adjacent properties." It is noted that sidewalks and/or trails are proposed around the hotel, however, provide additional information concerning when sidewalk/trail connections to adjacent land bays and adjacent properties will be provided and delineate such connections on the SPEX plat.

Broadlands does have an extensive pedestrian circulation system. The SPEX Plat depicts a proposed trail on the Property along Ryan Road that connects with the existing sidewalk on Mooreview Parkway to the north and that extends to the Moorefield Station property to the south.

11. Staff notes that a 200 foot noise attenuation line, measured from the Dulles Greenway right-of-way that was created with the Broadlands zoning map amendment, is shown on the SPEX

plat going through the proposed hotel building. Demonstrate how the hotel will be in conformance with Proffer X.62 (a) of the Broadlands/Broadlands South proffer statement regarding noise attenuation in commercial buildings.

The applicable Toll Road noise attenuation commitment for Broadlands South is Proffer XI. 67. Conformance with this proffer will be demonstrated with the building plans for the hotel.

III. CONFORMANCE WITH ZONING ORDINANCE OVERLAY DISTRICTS

1. ***Section 4-1400. Airport Impact Overlay District****. The subject property is located within the LDN60 1-mile noise buffer contour of the Airport Impact Overlay District (AI). Staff recommends adding a condition of approval regarding the AI noise impacts.*

Note 20 on Sheet 1 addresses compliance with Section 4-1400.

IV. ISSUES FOR CONSIDERATION SECTION 6-1310

1. (A) Whether the proposed special exception is consistent with the Comprehensive Plan. Zoning Staff defers to Community Planning in the Department of Planning regarding this issue.

Comment acknowledged.

2. (D) Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area. Please be advised that Section 5-1504 applies to the proposed use.

A development condition regarding site lighting has been proposed. Note 24 on Sheet 1 acknowledges compliance with Section 5-1504.

3. (F) Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses. Section 5-1400 applies to the proposed use and will be reviewed in detail during site plan review.

Comment acknowledged.

4. (J) Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services. As shown on the SPEX plat and preliminary/record plat SBPR-2007-0011, a portion of land on the south side of the subject property will be used to provide an emergency and public access easement for the proposed Moorefield Station Safety Center located on the parcel to the east. Proffer II.G of ZMAP-2001-0003 requires that the developer provide a public road to the safety center and Section 4-1121(D) requires service by a public road for the proposed use. Please provide proof that an easement agreement has been reached, or provide the instrument number of a land or easement dedication to the County that provides public road access to this site, as it impacts the traffic circulation on the subject parcel for the hotel use. Also, clarify when the

emergency/public access easement shown on the SPEX plat will be constructed. In addition, clarify who will be responsible for the maintenance of such easement and provide documentation as to whether additional safety measures (e.g. signals, preemptive measures, signage, road improvements) are required at the intersections near the hotel. Staff defers additional comment to Fire, Rescue & Emergency Services, the Office of Transportation Services and VDOT.

As the County has been unable to obtain from Moorefield Station the proffered public road connection for the safety center, the County requested the Applicant to grant a public access easement across the Property to serve the safety center. The construction of the access road to serve the safety center and its maintenance are County responsibilities.

IV. SPECIAL EXCEPTION PLAT ISSUES

1. As of June 16, 2008, the property is subject to the Revised 1993 Loudoun County Zoning Ordinance. Revise General Note #1 on Sheet 1 accordingly.

Note 1 has been revised as requested.

2. In General Note #2 on Sheet 1, replace the words "boundary line adjustment" with "preliminary/record plat subdivision" when referring to SBPR-2007-0011.

Note 3 has been revised as suggested.

3. Generally, re-label "setbacks" as "yards" on the plat.

The Section 4-300 tabulations on Sheet 3 include a reference to minimum yards and the applicable building and parking restriction lines are depicted on the SPEX Plat. The minimum setbacks required by Section 5-900 are also noted and depicted on Sheet 3.

Office of Transportation Services (comments dated 7/25/08)

Existing and Forecasted Traffic Volumes and Levels of Service (LOS)

The TIA consultant's forecasted traffic volumes for 2015 are higher than regional forecast for 2030. OTS would appreciate meeting with the consultant to discuss this methodology problem.

The TIA consultant understands the methodology concern and will submit an amended traffic report to OTS.

Transportation Issues

NOTE: The proposed hotel use is a modest trip generator and the transportation issues which follow will treat it in that context given the TIA's background traffic problems.

1. Left and right turn lanes should be provided from Old Ryan Road into the hotel's entrances if required by VDOT.

Comment acknowledged. It is noted that a left turn lane from Old Ryan Road into the hotel entrance is shown on the SPEX Plat.

2. Left and right turn lanes should be provided from Old Ryan Road to Mooreview Parkway.

Left and right turn lanes from Old Ryan Road to Mooreview Parkway are shown on the SPEX Plat.

3. If a traffic signal has not been proffered by others at the intersection of Mooreview Parkway/Old Ryan Road/Greenway Eastbound Ramp, this project should pay a fair share.

The SPEX Property is subject to the Broadlands South proffers (ZCPA 1994-0005/ZMAP 1995-003). Proffer 61 requires a contribution for all office and retail development to be used for transportation facilities that benefit Broadlands South. The proposed hotel will be subject to this transportation contribution.

4. A multi-purpose trail should be provided along this project's Mooreview Parkway frontage. There is a similar trail north of the Greenway.

A sidewalk exists along the Property's Mooreview Parkway frontage. The SPEX Plat depicts a pedestrian trail on the east side of Old Ryan Road that connects to this existing sidewalk and to the Moorefield Station property to the south.

5. Given the hotel's proximity to the future Dulles Rail line, a transit contribution merits consideration.

As noted above, the proposed hotel is subject to the proffered Broadlands South transportation contribution. In addition, Broadlands South has provided a proffered commuter parking lot in Section 206.

Cooley
GODWARD KRONISH LLP

We believe this response letter, the revised SPEX plans, the draft development conditions, and the revised Statement of Justification address all review comments. We look forward to continuing to work with you on this project. Please do not hesitate to contact me if you have any questions or if you require any additional information.

Very truly yours,

Cooley Godward Kronish LLP

Jeffrey A. Nein, AICP
Senior Land Use Planner

Enclosures

cc: Roy R. Barnett, Van Metre Companies
Jeffrey L. Gilliland, P.E., J2 Engineers, Inc.
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370773 v1/RE

July 31, 2008

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Mr. Ty Hausch
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Re: Component 1 - Proposed Hotel, Broadlands, VA

Dear Mr. Hausch:

In accordance with our proposal, we have completed Component 1 relative to the potential development of a hotel north of Dulles International Airport at the intersection of the Dulles Greenway and Ryan Road in the Broadlands development of Ashburn, Virginia.

Our conclusions and estimates are based upon our present knowledge and information with respect to economic and demographic data, room night demand sources, and the status of the competitive hotel market at the completion of our fieldwork in July 2008.

Preliminary Conclusion

Based on our analysis of the market area, as well as current and prospective hotel supply and demand trends in the Dulles Airport/Ashburn area, we are of the opinion that there is market support for a new hotel at the subject location over the long-term. More specifically, we rate the site as excellent in terms of access, visibility, and area amenities and are of the opinion that the parcel possesses all the necessary characteristics for a successful hotel site. Development in eastern Loudoun County has pushed west from the Dulles Airport, placing the subject site directly in the path of growth for new commercial office and flex space users over the longer term. In fact, the ±2 million square feet of office space proposed for the Broadlands development is just a portion of the millions of square feet expected to be developed in Loudoun County over the next 5 to 10 years. Among the catalysts for this growth is the proposed extension of Metrorail service to Dulles Airport and beyond to the subject site. Once complete, the subject site will have the advantage of easy Metro access and thus becomes even more attractive as a hotel site. Timing for completion of the Metrorail is still speculative but could be as early as 2015. However, we believe the most prudent course of action at this time is to delay the hotel project until several proposed commercial projects come to fruition and new hotel supply already under construction has open and been absorbed in the market.

The majority of commercial room night demand generators and the hotels that serve them presently are located east of the subject site; inclusive of two new hotels under construction at Exit 7 (Loudoun County Parkway) of the Greenway. This places the subject site in a secondary location relative to current hotel room night demand generators surrounding Dulles Airport. Based on the anticipated build out of commercial office space in the Dulles market, the extension of Metrorail to the subject site, and the continued positive absorption of new hotel supply, we believe the subject site will be ripe for hotel development over the medium to long term.

The balance of this letter outlines our preliminary findings and rationale.

ATTACHMENT 5

Site and Neighborhood Review

The site for the proposed 160-unit hotel is a vacant lot located at the interchange for Exit 6 (Ryan Road) off the Dulles Greenway. More specifically, the subject site is in the southeast quadrant of the intersection at the entrance to the Broadlands mixed-use development. Presently, the Broadlands is a residential neighborhood with supporting retail uses. Into the future, the Broadlands will feature roughly 2 million square feet of office space, the 160-unit subject hotel, and the 164-bed Broadlands Regional Medical Center. Timing for build out of the office space is speculative and will be based on market demand. However, the hospital plans to break ground by 2010 and open by 2013.

Access and Visibility

Access from all points to Exit 6 and the site, including Dulles Airport, is easy and direct. Additionally, the site will be adjacent to Moorefield Station, the planned terminus of the Metrorail's "Silver Line" that is expected to connect Washington, D.C. to Dulles Airport via Tyson's Corner by 2015. Easy access to metro will be a competitive advantage for the subject site once completed and open. Visibility is also excellent given the proposed hotel's positioning at the interchange. An aerial of the site is provided below.

Proximity to Demand Generators

The subject site is located within the Dulles Technology Corridor which encompasses a 10 to 12 mile stretch along VA Route 28 between I-66 to the south and VA Route 7 to the north. A multitude of room night demand generators are located along this corridor in the various business and technology parks. Large commercial room night demand generators within five miles of the subject site include *AOL, Verizon, Computer Science Corporation, EDS, Northrop Grumman* and *Orbital Sciences*. Other commercial room night demand generators exist in the various business parks to the north and east of the site that include *Ashburn Technology Park, Ashburn Business Park*, and *Broad Run Technology Park*, to

name a few. Washington Dulles International Airport is located 3 miles east of the site via the Dulles Greenway. The airport is also a major direct and indirect room night demand generator for area hotels.

According to *Loudoun County Department of Economic Development*, there are six distinct corridors within eastern Loudoun County in which new and existing office and industrial development is focused. These districts include VA Route 7, VA Route 28, VA Route 625, VA Route 606, the Dulles Greenway/Route 267, and Route 50. In total, these districts have roughly 9,041 acres of zoned office/industrial land, with 5,516 acres vacant and 3,525 acres (39%) developed. The vacant acreage is capable of supporting between 44 million and 94 million square feet of space depending on allowable FAR and potential restrictions. A portion of the demand for this space is related to the natural outgrowth and expansion of the Washington metropolitan area, coupled with the continued expansion at Dulles International Airport. The subject hotel site will benefit from the room night demand generated by this growth. This commercial demand base will be supplemented by strong residential and retail growth, occurring in western Fairfax County and farther west and north in Loudoun County proximate to Route 7 and along the Dulles Greenway towards Leesburg.

Weekends in the Ashburn market tend to be soft due to a lack of commercial demand. On the weekends, the competitive hotels typically accommodate leisure demand including transient and SMERF (Social, Military, Educational, Religious, and Fraternal) group demand, and airline-related demand. The lack of a large amenity base, including restaurants and retail malls, similar to that available at Loudon Town Center or Reston Town Center, makes it difficult for the Ashburn/Sterling area properties to attract the limited amount of weekend demand that does occur except at very low average room rates. In fact, the entire Dulles hotel market is challenged by low weekend demand. The *Smithsonian Air and Space Museum Annex* at Dulles Airport, as well as special events in the Leesburg and Middleburg areas where hotel supply is limited, generate some room nights for area hotels.

Proximity to Area Amenities

Proximity of the site to area amenities is considered excellent. Presently, the area is well served by the Broadlands Market Place and the *Broadlands Village* that feature drugstores and grocery stores including *Harris Teeter, Walgreens,* and *Safeway;* as well as full-service restaurants including *Glory Days Grill, Clyde's, Willow Creek Farm,* and *Bonefish Grill* among other fast food eateries, shopping, and services.

Overall, we are of the opinion that the site represents an excellent long-term location for a hotel relative to the future growth patterns in the eastern Loudoun County market area. Eastern Loudoun County is in its rapid growth stage of development, ranking it among one of the fastest growing counties in the U.S. over the past several years in terms of population and employment. The area's competitive advantages include vast amounts of developable land, its business cost structure, quality of life, a well-educated workforce, and a location proximate to a major international airport, as well as Washington, D.C., the nation's capital. Despite recent downturns in the local and national economy, the factors that have contributed to the growth in eastern Loudoun County should rebound and continue to positively impact room night demand. Accordingly, we consider the economic conditions in Loudoun County to be favorable over the long term for new hotel development in general and at the subject site in particular.

Competitive Lodging Market

For purposes of our analysis, we identified 15 hotels that will comprise the lodging market in which any hotel at the subject site would likely compete. These properties are considered competitive to varying degrees based on location, quality, facilities, chain-affiliation, room rate structure, and/or market orientation. We further divided the properties into a primary and secondary competitive set. The primary competitive set includes upscale full-service hotels, while the secondary competitive set is comprised of upscale select-service and extended-stay hotels.

A table of the competitive lodging supply is provided in the table to the right. Several other lodging facilities in the Sterling area were considered, but ultimately not included in the defined competitive set due to location, market orientation, quality of facilities, and/or room rate structures.

Competitive Supply	
Competitive Hotels	**Number of Rooms**
Primary Competitive Set	
Holiday Inn Dulles	297
Crowne Plaza Dulles	326
Hyatt Dulles	316
Marriott Dulles	368
Hilton Dulles	449
Embassy Suites North	154
Marriott Suites Dulles	253
Embassy Suites Herndon	150
Subtotal	**2,313**
Secondary Competitive Set	
Courtyard Dulles Town Center	157
Hampton Inn Cascades	152
Hyatt Place	134
Residence Inn Dulles North	151
Homewood Suites Dulles North	90
SpringHill Suites Sterling	158
Hampton Inn & Suites Sterling	170
Subtotal	**1,012**
Grand total	**3,325**
Source: REV*PAR* International, Inc.	

Historical Market Performance

A summary of the historical growth for the defined competitive set is provided below. Overall, the competitive set achieved a significant 7.0 percent compound annual increase in demand over the past five years, equating to roughly 205,000 new room nights. Similarly, supply grew at almost the same rate, or 6.9 percent, leaving occupancies hovering around 73 to 74 percent, with fluctuations in between. Meanwhile, average daily rate (ADR) has increased 6.6 percent compounded annually between 2003 and 2007, well above the corresponding rate of inflation during the same time period. The most significant increases in ADR occurred in 2005 with a $16 increase in ADR from 2004 to 2005. RevPAR, a statistic that illustrates the performance of all available rooms in the competitive set, increased 6.8 percent compounded annually as a result of strong growth in both occupancy and ADR.

Historical Operating Performance of the Total Competitive Supply					
Year	**Occupied Room Nights**	**Available Room Nights**	**Annual Occupancy**	**Average Daily Rate**	**RevPAR**
2003	654,939	893,155	73.3%	$110.78	$81.23
2004	720,547	893,155	80.7%	$119.76	$96.61
2005	736,687	967,250	76.2%	$136.24	$103.77
2006	815,080	1,080,035	75.5%	$143.75	$108.49
2007	859,905	1,167,270	73.7%	$143.22	$105.51
CAG [1]	**7.0%**	**6.9%**	**–**	**6.6%**	**6.8%**
YTD May 2007	356,975	502,075	71.1%	$143.59	$103.16
YTD May 2008	362,877	505,400	71.8%	$146.09	$103.93
YTD % Change	**–**	**–**	**1.0%**	**(1.7%)**	**(0.7%)**

Note: [1] Compound Annual Growth.
Source: REV*PAR* International, Inc.

Overall, the defined competitive set has shown dramatic and significant increases in occupied room nights, ADR and RevPAR over the past several years which we attribute to a significant increase in commercial and residential activity in the greater Dulles market area, increased Federal spending on defense-related initiatives that have benefited many companies in the immediate area, and growth in passenger counts at Dulles International Airport. To a lesser degree, the opening of the *Smithsonian's Air and Space Annex* at Dulles has purported to increase local leisure and tourism activity to the area. Into 2008, we are starting to see average rates declining from recent increases in supply, putting downward pressure on market pricing. That said; occupancy through May 2008 has remained steady and in some cases increased slightly compared to the same time period in 2007; mostly a result of increased

international travelers through Dulles Airport in response to a weak U.S. dollar. This tourism demand should remain strong throughout the summer months and ease the impact of new hotel supply additions over the short term.

Historical Market Segmentation

A summary of the historical market segmentation for the defined competitive set is included in the following table.

Historical Market Mix for the Competitive Supply					
Market Demand Segment	2003		2007		Compound Annual Growth
	Total Occupied Rooms	% of Total	Total Occupied Rooms	% of Total	
Corp/Gov	357,868	55%	479,670	56%	7.6%
Group	121,413	19%	156,927	18%	6.6%
Leisure	123,275	19%	159,494	19%	6.7%
Airline Crew	52,383	8%	63,814	7%	5.1%
Total	**654,939**	**100%**	**859,905**	**100%**	**7.0%**
Source: REV*PAR* International, Inc.					

Market segmentation for the defined competitive set has shifted only slightly over the past four years. During this period, all segments of demand have shown moderate to strong growth in response to the opening of new hotel supply.

Future Supply

At the time of our fieldwork, we became aware of numerous hotel projects in eastern Loudoun County and western Fairfax County that are either proposed, under construction, or planned for development as part of the many large-scale master-planned projects anticipated to come on line over the next five to 10 years. Most of these are concentrated along the VA Route 28 corridor north of the Dulles Toll Road and along VA Route 7, with three located on the Dulles Greenway just east of the subject site. A summary of these projects is presented in the table on the following page.

Of the 3,050 rooms under construction, proposed or planned as summarized in the following table, we have included a total of 1,682 rooms, inclusive of the 160-unit subject, in our future competitive set based on their status and likelihood of coming to fruition over the next 24 to 26 months. Thus, the hotel market is expected to become much more competitive over the next five years as these projects come on line. As such, we anticipate a moderate decline in market occupancies over the short to medium term as these new hotels are absorbed.

Also of note, a developer has preliminary concept plans for a large mixed-used project on 281 acres of land along Route 267 between Route 606 and Loudoun County Parkway. One possible component could be a large convention-style hotel with significant meeting/convention space. As the project is conceptual, has no approvals, and probably 7 to 10 years away from potentially coming to fruition, it is considered highly speculative and therefore not included in our future supply.

Future Additions to Supply					
Brand	**# of Units**	**Developer**	**Location**	**Status**	**Estimated Opening Date**
Sierra Suites	162	Sierra Suites	Route 28, Herndon, VA	Open	4th/2007
Hilton Garden Inn	135	Buccini/Pollin	Route 267 and Loudoun County Parkway	U/C	1st/2009
Sheraton	180	OTO	Route 267 and Route 28, Dulles Station, VA	U/C	1st/2009
Hyatt Place	153	OTO	Route 267 and Route 28, Dulles Station, VA	U/C	1st/2009
Aloft	136	Buccini/Pollin	Loudoun County Parkway and Dulles Greenway, Ashburn, VA	U/C	1st/2009
Element	123	Buccini/Pollin	Loudoun County Parkway and Dulles Greenway, Ashburn, VA	Proposed	4th/2009
Element	179	N/A	Monroe and Eldon Streets, Herndon, VA	Proposed	4th/2009
Sheraton	171	Baywood Hotels	Route 28, Sterling, VA	U/C	1st/2010
Westin	326	Brentwood Hotels	13830 Sunrise Valley Drive, Herndon, VA	U/C	3rd/2010
Hotel Indigo	200	ASHA	Route 267 and Eastpark Drive, Herndon, VA	Proposed	1st/2011
Holiday Inn	150	Shamin Hotels	Route 7, Ashburn, VA	Proposed	1st/2011
Hyatt Place	140	BF Saul	Route 7, Lansdowne, VA	Proposed	1st/2011
Hotel Indigo	200	ASHA	Route 7 and Loudoun County Parkway, Ashburn, VA	Proposed	1st/2011
Unknown	300	Unknown	One Loudoun, Route 7, Ashburn, VA	Proposed	1st/2011
Hilton	250	Hilton	GWU Campus, Route 7, Ashburn, VA	Proposed	1st/2011
Staybridge Suites	108	BF Saul	Route 28 and Sterling Boulevard, Sterling, VA	Proposed	1st/2011
Net Total	**3,050**				
Source: REV*PAR* International, Inc.					

Supply and Demand Projections

Based on the foregoing, a summary of the future supply and demand growth for the competitive market area is included in the following table.

Competitive Market Area Summary of Future Supply and Demand Growth					
	Demand		**Supply**		
Year	**Room Nights**	**Percent Change**	**Room Nights**	**Percent Change**	**Market Occupancy**
2007	859,900	---	1,167,300	---	74%
2008	884,900	2.9%	1,272,800	9.0%	70%
2009	981,300	10.9%	1,507,800	18.5%	65%
2010	1,075,000	9.5%	1,663,300	10.3%	65%
2011	1,141,500	6.2%	1,722,800	3.6%	66%
2012	1,215,400	6.5%	1,781,200	3.4%	68%
2013	1,272,500	4.7%	1,781,200	0	71%
2014	1,322,500	3.9%	1,781,200	0	74%
CAG	**6.3%**	--	**6.2%**	--	--
Source: REV*PAR* International, Inc.					

This letter is preliminary in nature and may not be distributed to any potential sources of financing.

We would be pleased to hear from you should you need further interpretation or amplification of the following findings.

Sincerely,
REV*PAR* International, Inc.

Richard E. Pastorino
Managing Director

BROADLANDS SOUTH, SECTION 204

ZCPA 2009-0006

PROFFER STATEMENT

JUNE 29, 2009

Pursuant to Section 15.2-2303(A), Code of Virginia (1950), as amended, and the Loudoun County Zoning Ordinance, Broadlands Commercial Development, L.L.C., a Virginia limited liability company, the sole owner (the "Owner") of the property known as Loudoun County Tax Map 78 ((B20)) B (MCPI# 119-19-7523) (the "Property"), which is a portion of Section 204, on behalf of itself and its successors in interest hereby voluntarily proffer that development of the Property subject to ZCPA 2009-0006 shall be in substantial conformance with (a) the approved Proffer Statement, Broadlands and Broadlands South, ZCPA 1994-0005 and ZMAP 1995-0003, dated July 20, 1995; (b) the First Amendment to Proffer Statement, Broadlands and Broadlands South, ZCPA 1997-0004, dated January 4, 1998, as clarified by the Letter of Clarification for Broadlands ZCPA 1997-0004, dated January 14, 1999, all of which shall remain in full force and effect except where amended herein; and (c) this Zoning Concept Plan Amendment Application.

All proffers made herein are contingent upon the approval of ZCPA 2009-0006. These proffers, if accepted, amend only those proffers referenced below; the remainder of the previously approved (a) Proffer Statement, Broadlands and Broadlands South, ZCPA 1994-0005 and ZMAP 1995-0003, dated July 20, 1995, (b) the First Amendment to Proffer Statement, Broadlands and Broadlands South, ZCPA 1997-0004, dated January 4, 1998, as clarified by the Letter of Clarification for Broadlands ZCPA 1997-0004, dated January 14, 1999, and (c) all previously authorized zoning ordinance modifications applicable to the Property, shall remain in full force and effect.

I. LAND USE CONCEPT PLAN

1. The Owner proffers that the development of the Property will be in substantial conformance with (i) the Concept Plan prepared by J2 Engineers, Inc., dated June 29, 2009 (Exhibit A), which replaces the existing Concept Plan for the Property approved with ZCPA 1997-0004 (dated March 31, 1997 and revised through December 17, 1998), and (ii) Table 2 – Proposed Development Program and footnotes (Exhibit B), which replaces the Broadlands South Table 2 – Proposed Development Program and footnotes as included in the Broadlands South Development and Density Tables approved as Exhibit B of ZCPA 1997-0004 (dated March 15, 2004) and as included on Sheet 3 of the Concept Plan for the Property approved with ZCPA 1997-0004 (dated March 31, 1997 and revised through December 17, 1998).

(a) In addition to office uses, the Property may also be developed with a hotel use, subject to the approval of the requisite special exception application, and a commuter parking lot.

These proffers shall be binding on the heirs, executors, administrators, assigns, and successors in interest of the Owner. The undersigned hereby warrants that all of the owners of legal interest in the Property have signed this proffer statement, that he/she has full authority to bind the Property to these conditions and that the proffers are entered into voluntarily.

BROADLANDS COMMERCIAL DEVELOPMENT, L.L.C.
a Virginia limited liability company

By: Broadlands Investment Company, L.L.C.
a Virginia limited liability company
its Managing Partner

By: Van Metre Broadlands Manager, Inc.
a Virginia corporation
its Manager

By: _____

Name: _____

Title: _____

COMMONWEALTH OF VIRGINIA
COUNTY OF _____, to wit:

I, the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that _____ as _____ of Van Metre Broadlands, Inc., a Virginia corporation, the Manager of Broadlands Investment Company, L.L.C., a Virginia limited liability company, the Managing Partner of Broadlands Commercial Development, L.L.C., a Virginia limited liability company, whose name is signed to the foregoing instrument, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this ___ day of _____, 2009.

_____
Notary Public

My commission expires: _____

A.125

EXHIBIT A

Concept Plan

EXHIBIT B

Table 2 – Proposed Development Program

407008 v1/RE

Broadlands South
Broadlands Commercial Development LLC
06/22/09

Table 2 - Proposed Development Program

RESIDENTIAL (Footnote #3)	Density DU/ac	Acreage	Total DU	Total ADU's	Notes
Single Family Detached					
Conventional (SFD)	3.1	143.3	443	0	
Single Family Detached					40.5% max. possible DU
Patio Homes (SFP)	5.0	42.4	212	0	
Single Family Attached (SFA)	5.7	88.1	450	15	27.8% max. possible DU
Multifamily (MF)	12.3	43.4	514	27	31.7% max. possible DU
TOTAL RESIDENTIAL		317.2	1,619	42	100.0% max. possible DU

COMMERCIAL (Footnote #4)			Non-Residential Square Feet	
Office	Density: FAR			
Office (adj. to Toll Road)	0.40	52.4	913,018	9.6% of site
Office (Village Center)	0.40	3.7	64,300	0.7% of site
Office	0.35	13.5	205,820	2.5% of site
Total Office		69.6	1,183,138	
Retail				
Retail (Village Center)	0.22	16.4	157,739	3.0% of site
Total Retail		16.4	157,739	
TOTAL COMMERCIAL		86.0	1,340,877	15.8% of site

Parks		
Active Parks		
Proffered (Stream Valley)	20.0	
Proffered (Section 22)	20.7	
Other (HOA Parks)	6.7	
Neighborhood Activity Areas	Included in Residential Landbays	
Total Active Parks	47.4	
Passive Parks		
Miscellaneous	16.0	
Total Passive Parks	16.0	
TOTAL PARKS	63.4	

COMMUNITY FACILITIES		
Elementary School	20.0	
Church/Daycare	5.9	
TOTAL COMMUNITY FACILITIES	25.9	

PUBLIC ROADS (excluding area for steam crossings)		
Dulles Toll Road	34.3	250' ROW
West Spine Road/Claiborne Parkway	11.0	120' ROW
East Spine Road, Rt. 772	2.4	120' ROW
E-W Connectors	10.6	90' ROW
Frontage Improvements Rtes 625/645	4.5	45' from centreline
TOTAL ROADS	62.8	

Continued on next page.

Broadlands South
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MISCELLANEOUS	Acreage
Steep Slopes (25%+)	3.0
Flood Plain (Major)	7.6
TOTAL MISCELLANEOUS	10.6
TOTAL SITE	565.9

Broadlands South
Broadlands Commercial Development LLC
06/22/09

Footnotes

Footnote #1: Steep slopes greater than 25% were recalculated on 10/9/91 excluding commercial and major floodplain areas for density purposes. Slopes were based upon county five foot (5') contour topographic mapping.

Footnote #2: Section 22 is 51.5 +/- acres. This area represents prorated acreage for Broadlands (30.8 acres) and Broadlands South (20.7 acres). See ZMAP 1995-0003.

Footnote #3: A total of thirty (42) Affordable Dwelling Units (ADU's) will be provided in addition to the number of dwelling units shown. These Affordable Dwelling Units will be evenly distributed across the site.

Footnote #4: A portion of Section 204 (PIN: 119-19-7523) is proposed for office, hotel and commuter parking uses. See ZCPA 2009-0006.