

172 South Pantops Drive
Charlottesville, VA 22911

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May 13, 2016

Rachel Falkenstein, AICP
Senior Planner
Albemarle County Community Development
401 McIntire Road
Charlottesville, Virginia 22902

RE: Springhill/Townplace Suites – TM 61Z-03-2 - Special Use Permit Project Narrative

Dear Rachel,

This is our narrative to accompany the submission of two (2) Special Use Permit requests for a proposed 5-story, 192-room hotel (Z.O. 22.2.2, Special Use permit, use 7) and a two-storied structured parking structure (Z.O. 22.2.2, Special Use permit, use 9.)

PROJECT PROPOSAL

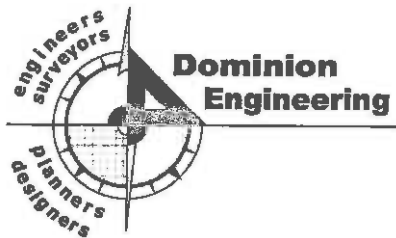
The applicant is proposing to construct a 192-unit, five-story hotel (two hotel chains within one building) with a two-level structured parking deck on the 3.7-acre property, currently zoned C-1. The proposal is a re-development of a mostly impervious site that contains the Flaming Wok, Dodson Glass, an unoccupied building, asphalt parking, and compacted gravel and soil lay down areas at the rear of the site. The redevelopment of the Flaming Wok building is not included and is considered an outparcel for this application.

PLAN MEETING PUBLIC BENEFIT

The construction of a hotel in this location on Route 29 meets a public need. With expansions ongoing for the University of Virginia, UVA Hospital, Sentara Martha Jefferson Hospital and Piedmont Community College, an increasing number of out-of-town guests are planning overnight to extended stays in Albemarle County. The availability of hotel rooms at affordable prices in the area is decreasing. The concept of hotel suites also serves as suitable quarters for vacationers and business travelers on extended assignment. Further, the location of the proposed hotel within one block of the Food Lion Grocery store and Applebee's restaurant is a public benefit to provide additional money stream to flow into these establishments. The hotel is also located two blocks from the Fashion Square Mall, and hotel guests can either walk or bicycle to the mall and other nearby businesses in the Community Center. There also may be a free hotel shuttle which will assist with transporting patrons to nearby retail, restaurants and service shops.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

The western third of the property that fronts on Route 29 is designated as a Community Center in the Places29 Master Plan. The rear of the property is designated as Urban Density Residential, where the majority of the proposed hotel falls. The proposed hotel land use can be considered as a secondary use under the General Commercial Service Category. With the latest expansion of Route 29, there are no proposed expansions to Route 29 on the current Places 29 Transportation Plan.



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CONSISTENCY WITH THE NEIGHBORHOOD MODEL PRINCIPLES

This site is a redevelopment project, which is inherently one of the NMD principles. The site also conforms to many of the other guiding NMD principles in accordance with the following:

1. Pedestrian Orientation

The hotel site is predominantly a destination commercial use. With the attached concept plan, the developer is proposing a pedestrian friendly site design to the maximum extent possible. The following are implemented:

- a) 5-foot wide to 6-foot wide concrete sidewalks are provided throughout the development to provide a safe means for pedestrians to access local Community Center uses on the same side of Route 29, including Applebee's restaurant and the Food Lion Grocery Store (within one block) and Fashion Square Mall (within 2 blocks). Also a Penske truck rental facility is located adjacent to the south with convenient pedestrian access for hotel patrons who are dealing with moving into town or on fall and spring college moving days.
- b) The main access aisle into the hotel will be lined with sidewalks on both sides of the access with large shade trees and 12'-high human scale lights on either side of the road. This inviting link will connect pedestrians with the Community Center, which is on and directly adjacent to the hotel site.
- c) The placement of benches will provide locations where one may take a rest before proceeding to their next destination.
- d) Textured crosswalks will be provided as appropriate.
- e) A 15' cantilevered porte-cochere will be provided at the entrance lobby to provide a human scale for incoming and outgoing hotel patrons.
- f) The parking lot will also be equipped with landscaping to soften the "sea of asphalt" look that currently exists on this redevelopment site and encourage pedestrian movements.

2. Mixture of Uses

The site is uniquely positioned in that it has a split land-use designation, with the hotel on the Urban Residential Density use at the rear of the site and the Community Center designation at the front of the site. Based on this and the Community Center designation on adjacent developed properties, the hotel is within walking distance of compatible and complementary uses. The Center includes a variety of retail, restaurants and services that are desirable for hotel guests. The future development parcel will likely be a use that also complements the hotel. Please note the site is surrounded on all sides by commercial uses, so no buffer areas are required.

3. Neighborhood Centers

The site is a redevelopment site along the 29N corridor. The existing 29N corridor in this location is complete with a variety of retail and service uses that can be accessed by walking, biking, or shuttle.



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4. Mixture of Housing Types and Affordability

This section of the NMD applies to residential development and does not apply to the proposed hotel use.

5. Interconnected Streets and Transportation Networks

The developer is proposing to close all of the onsite entrances to Route 29, and reconstruct a VDOT standard CG-13 entrance on the north side of the site. This main access provides a straight thru-way to the hotel use. Also, an interparcel connection will be provided for the adjacent future development site. Interconnections with adjacent sites are not feasible due to the existing steep slopes that surround the site on the majority of the site perimeter.

Also, this site provides a backup emergency access to the site in the event that access is blocked from the north. The emergency access will be designed in accordance with the Fire Code.

6. Multi-modal Transportation Opportunities

The site design for the hotel provides an interconnected sidewalk system that encourages travel by foot or by bicycle. The site also allows for safe, convenient vehicle travel in that the egress from the site is in a right-in/right-out entrance with adequate sight distance. Also, the hotel may offer a shuttle service to area retail, restaurants and services for hotel guests.

7. Parks, Recreational Amenities, and Open Space

The site proposes the implementation of bike racks and benches to encourage bicycle transportation and to provide rest areas for pedestrians to drink coffee, read, or enjoy the beauty of the adjacent wooded area to the north of the site.

8. Buildings and Space of Human Scale

The cross-sections of the site indicate a pedestrian-friendly human scale throughout the site. Despite the 5-story mass of the hotel building, the developer is proposing to provide a human-scale entrance lobby and porte-cochere to welcome hotel guests. This main entrance will be set apart from the secondary entrances by way of human-scale architectural treatments.

Also a building egress door is located on all sides of the building where it fronts a travelway.

Please note that two parallel parking spaces are also provided at the front of the site to give a more urban city street feel as pedestrians, bicyclists and vehicles approach or leave the hotel.

9. Relegated Parking

To meet the parking needs of the site, a structured parking structure is located at the rear of the site. The parking structure parking is situated behind the hotel so that it will not be visible from Route 29. The surface parking lot is designed with landscaping around the parking islands, concrete sidewalks that are 5'-wide and 6'-wide textured crosswalks to indicate where it is appropriate to cross a vehicular travelway.

10. Redevelopment



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This is a redevelopment project.

11. Respecting Terrain and Careful Grading and Re-grading of Terrain

The design of the site honors the constraints of steeply sloped terrain. The conceptual grading strives to match existing terrain to minimize the movement of soil.

12. Clear Boundaries with the Rural Area

The site is in the center of the Development Area is located almost 2 miles from the rural area.

IMPACTS ON PUBLIC FACILITIES AND INFRASTRUCTURE

The proposed development is located in the Development Area and is located in the ACSA jurisdictional area for water and sewer service.

Public Water: A waterline tap as provided by the ACSA is located onsite, and the developer proposes to connect to public water there to provide fire protection and domestic water.

Sewer: The existing sewer onsite is too shallow to provide gravity sewer outfall since it is located above the hotel. The developer is proposing to connect to the existing sanitary sewer located approximately 300' to the east in Hillsdale Drive. There is an existing sewer easement across the CAAR property to access this sanitary sewer main.

Stormwater: The proposed additional stormwater runoff from this site will be captured in an onsite detention system and then released into the offsite outfall channel at a non-erosive velocity. Please note that there is an existing drainage easement located on the CAAR property to access and potentially upgrade the outfall channel as needed.

The site is located in a development area that is currently covered by police and fire and rescue. Redevelopment of the site may actually decrease the need to patrol the rear of this already developed site.

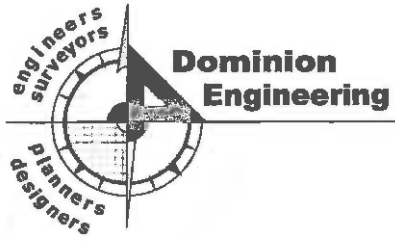
No additional impacts on libraries, schools or parks are anticipated due to the nature of the hotel use.

IMPACTS ON ENVIRONMENTAL FEATURES

The concept grading indicates a plan that utilizes the natural fall of the site from front to back to minimize cut/fill required, and minimize the use of site retaining walls. The final design will also continue to honor the site topography.

The site will be required to meet current DEQ Stormwater Management Requirements for water quantity and quality control and adequate outfall requirements. Compliance with these requirements will be indicated on the VSMP (E+S/SWM/Outfall) Plans for the site. These plans will indicate compliance with the above requirements in addition to the means and methods by which to minimize the potential for sediment to leave the site to protect downstream properties from the movement of sediment. Special consideration will also be documented in the plans to protect the steep slopes that exist on the northern, eastern and southeastern site perimeters. These plans will be reviewed and approved by the County Engineer.

It is anticipated that the site will be required to provide stormwater detention to be able to provide enough of a checked outflow so as to meet the state adequate outfall requirements. In fact, today the site is mostly impervious,



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and the net impervious area will remain relatively unchanged. The size of the SWM detention facility is conceptual only and will be finalized during the site plan/WPO Plan review process.

In order to meet the water quality requirements, it is anticipated that a variety of low impact development devices will be used. Included may be the use of bioretention, sand filter, Filterra or other allowable proprietary structure, cisterns, vegetative grass filters, level spreaders, to name several. Compliance with the latest VRRM spreadsheet to indicate compliance with phosphorus removal requirements for redevelopment sites will be ensured with the design plans.

Finally, land development on the site will require a 2014 DEQ VSMP Construction Permit prior to any land disturbing activities to take place.

We thank you very much for your review of this project and look forward to your thoughtful review and staff report.

Best Regards,

Michael Myers, P.E., C.F.M.

Cc: Mark Dowdy