APPROVED DEVELOPMENT CONDITIONS

SEA 80-P-078-13

November 15, 2004

If it is the intent of the Board of Supervisors to approve SEA 80-P-078-13 located at Tax Map 49-3 ((1)) 136C, 136C1 and 59-2 ((1)) 1A pt., 1B pt., 1C pt. 1D, 1E previously approved for a Medical Care Facility and related uses and two (2) Child Care Centers to permit building additions, additional signage and site modifications, pursuant to Sect. 3-1204 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions which are in addition to development conditions approved with SE 80-P-078 through SEA 80-P-078-10 and replace and supercede those approved with SEA 80-P-12. Development conditions previously approved with SEA 80-P-078-12 are included in these conditions and are marked with asterisks.

*1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.

*2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the special exception amendment plat approved with the application, as qualified by these development conditions.

3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans as may be determined by the Director, Department of Public Works and Environmental Services (DPW&ES). Any plan submitted pursuant to this special exception amendment shall be in substantial conformance with the Special Exception Amendment Plat entitled Inova Fairfax Hospital Campus prepared by Dewberry & Davis dated February 19, 2004 as revised through September 20, 2004, which contains nine sheets, and these development conditions. Minor modifications to the approved special exception amendment may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.

*4. The existing trees located along the southwestern property boundary which extend from south of the proposed Heart Institute to the western side of Parking Lot #9 shall not be disturbed by clearing and grading and shall be retained as a buffer between the hospital and the adjacent Woodburn Village Condominiums. It is understood that the location of the proposed traffic circle in the main hospital loop road may be modified from that shown on the SEA Plat in order to avoid damage to any of the existing trees in the buffer area. Additional trees shall be planted in this area where needed to provide adequate year-round screening, as recommended by the Urban Forester. Any existing trees located in this area which are damaged or destroyed by construction activities shall be replaced, as determined by the Urban Forester.

*5. No permit for demolition of the Gray Garage shall be issued prior to completion of the Phase I parking garage.

*6. The proposed Heart Institute shall be constructed in substantial conformance with the schematic rendering depicted in Attachment 1. Building materials and final design shall be compatible with those of the main hospital building.

*7. Landscaping along the Gallows Road frontage of the site shall be provided concurrent with construction of the Emergency Department expansion and relocation of the helipad and shall be provided in conformance with Sheets 6 – 9 (L3, L4, L5, and L7) of the SEA Plat, subject to review and approval of the Urban Forester and the Development Review Branch of DPZ.

*8. The parking spaces currently located in Parking Lot 1 shall remain in use until the Phase I garage has been completed and issued a Non-RUP.

*9. The proposed landscaping along the northern side of the site as shown on Sheets 5, 6 and 9 (L3, L6 and L7)of the SEA Plat shall be provided concurrent with the respective phases of construction along the northern property line, including the Phase II garage. Such landscaping shall be supplemented with additional plants if a review by the Urban Forester determines that additional plants are required to provide effective year-round screening of the hospital facilities from Bedford Village. Such supplemental plantings shall be consistent with plantings either proposed or existing along the remainder of this site boundary.

*10. Concurrent with construction of the Emergency Department expansion, a painted pedestrian crosswalk shall be provided across Woodburn Road to provide an improved connection from the hospital campus to Pine Ridge Park, if approved by VDOT.

*11. The grounds storage yard shall be enclosed by a solid fence or wall a minimum 6 feet in height to screen it from the rest of the hospital site.

12. Mass transit, ride-sharing, and other transportation strategies for the employees of the hospital shall be utilized to reduce overall single-occupancy vehicular (SOV) employee traffic during typical commuter peak hours by 15%. The transportation management strategies shall be implemented within sixty days after the issuance of the nonresidential use permit (non-RUP) for the Claude Moore Education Center and shall be applicable to all hospital employees. The strategies shall be developed in coordination with Fairfax County Department of Transportation (FCDOT) and may include the following list of potential strategies:

A. Provide shuttle service to and from the Dunn Loring Metro Station to the Hospital.

B. Designate an Employee Transportation Coordinator (ETC) to be a primary point of contact for DOT and with responsibilities for coordinating and completing Transportation Demand Management (TDM) initiatives.

C. Subsidize SmarTrip cards that will be sold onsite to employees.

D. Participate in the Fairfax County Ride Source Program.

E. Display in the hospital common areas transportation-related information for employees, volunteers, patients, and visitors.

F. Distribute an employee benefits package to all new employees, including site-specific transit-related information referencing the nearest Metro station and bus routes, and encouraging all employees to use Metrorail or bus service.

G. Maintain normal hospital shifts outside of peak commuting hours. Encourage telecommuting and flextime for appropriate administrative employees.

H. Register with the Guaranteed Ride Home (GRH) program offered in connection with the Metropolitan Washington Council of Governments.

I. Provide reserved spaces for employee carpoolers and vanpoolers and hybrid vehicles.

J. Continue to provide an on-site bus shelter at the main hospital entrance.

K. Any other strategies found to be effective in reducing the number of single-occupancy vehicle trips, mutually agreed upon by the Applicant and FCDOT.

The Applicant shall notify FCDOT of the date that the TDM program is implemented. To establish baseline conditions and the current employee SOV reduction achieved with the existing TDM program, traffic counts at the employee parking areas, vehicle occupancy counts, shuttle bus passenger counts, metro bus boarding and alighting counts, and pedestrian counts will be collected prior to the implementation of additional TDM measures. One year after the implementation, the ETC shall monitor the initiatives described above, or other strategies that may be implemented through the methodology described above. Success of the program will be based on a reduction of overall employee SOV trips by 15

percent, inclusive of the current reduction being achieved on the campus. Annually for each succeeding year, the ETC shall conduct surveys of the employees to demonstrate whether the goal of reducing overall SOV employee trips by 15 percent has been met during the peak hours. The ETC shall prepare an annual report, in coordination with FCDOT, which shall include the results of the survey and assess the success of the TDM strategies in reaching the stated goal. If the annual report finds that the stated goal is not being met, the Applicant shall coordinate with FCDOT to make adjustments to the TDM program, which may include the stipulation to expend sufficient funds, as determined by FCDOT and as agreed upon by the Applicant, to reach the stated goal. This process shall continue until the annual report finds that the stated goal has been met.

Once the annual report finds that the stated goal has been met, the Applicant shall prepare a report to assess the success of the TDM strategies again after three (3) years. If this report continues to indicate that the stated goal has been met, then the Applicant shall only be required to submit a report every three (3) years thereafter. If after it is demonstrated for 3 consecutive tri-annual reports that the Applicant is meeting the TDM goal of 15%, the TDM program will be assumed to be successfully integrated into the hospital's program and no survey will be required for a period of 15 years. If after 15 years it is found that a 15% reduction continues, no further surveys will be required. If after 15 years the TDM survey finds that the TDM strategies are no longer effective, then the Applicant will implement additional measures to get back in conformance and the tri-annual survey shall be reintroduced.

*13. Lighting of the Phase II parking garage shall conform with the Glare Standards contained in Sect. 14-900 of the Zoning Ordinance so that no glare is produced which results in illumination in excess of 0.5 foot candles in adjacent residential properties, or whatever standard is applicable at the time of site plan approval. All outdoor lighting fixtures associated with the Phase II parking garage shall be of low intensity design and shall utilize full cut off fixtures which shall focus directly on the garage. Lighting within the parking structure shall be of a low intensity and recessed design in order to mitigate the impact on adjacent residences. Lighting within the stair towers shall be fully shielded with full cut-off fixtures in order to mitigate the impact on adjacent residences. Parapet walls on each level of the parking garage shall be a minimum of 42 inches in height to provide adequate shielding of vehicle headlights.

14. The Applicant shall construct exclusive right turn lanes along Gallows Road into the site at the Blue entrance and at the Emergency entrance at the time the third southbound through lane to the north of the site is constructed by others. The resulting road section shall include three through lanes and one exclusive right turn lane at each of the site's

entrances along Gallows Road. In the event that the party constructing the third southbound lane north of the site agrees, the Applicant may elect to provide funds in lieu of construction for the right turn lanes specified above in order to minimize disruption to Gallows Road. Such funds shall be based on actual hard and soft construction costs (including costs to design said turn lanes) as evidenced by construction invoices and remitted within 60 days of request for payment. Copies of all invoices and verification of payment to the third party will be provided to FCDOT.

15. Concurrent with the construction of the exclusive right turn lanes along Gallows Road (those noted in condition #14), the applicant shall replace the portions of the concrete sidewalk along Gallows Road that are 5 feet in width with an 8 foot wide asphalt trail.

16. The southern most entrance (the Gray entrance) shall be widened to permit an exclusive right turn lane, and an exclusive left turn lane, and a shared left/through lane out of the Hospital site and onto Gallows Road, as generally depicted on Exhibit B. The Applicant shall construct such improvements prior to the issuance of a non-residential use permit (Non-RUP) for the proposed Claude Moore Education Center.

17. Pavement improvements/enhancements to the internal hospital loop road (Route 3454) including painted medians and crosswalks, and designed traffic lanes, as depicted on Exhibit A shall be implemented prior to the issuance of a non-RUP for the Claude Moore Education Center. The improvements shall include an exclusive right turn lane and exclusive left turn lane out of the Hospital site onto Gallows Road, as depicted on the exhibit. In addition, the Applicant shall relocate the existing gated access to the physician's lot located west of Gallows Road on the internal hospital loop road in order to provide approximately 50 feet of stacking space as depicted on Exhibit A. This improvement shall also be implemented prior to the issuance of a Non-RUP for the Claude Moore Education Center.

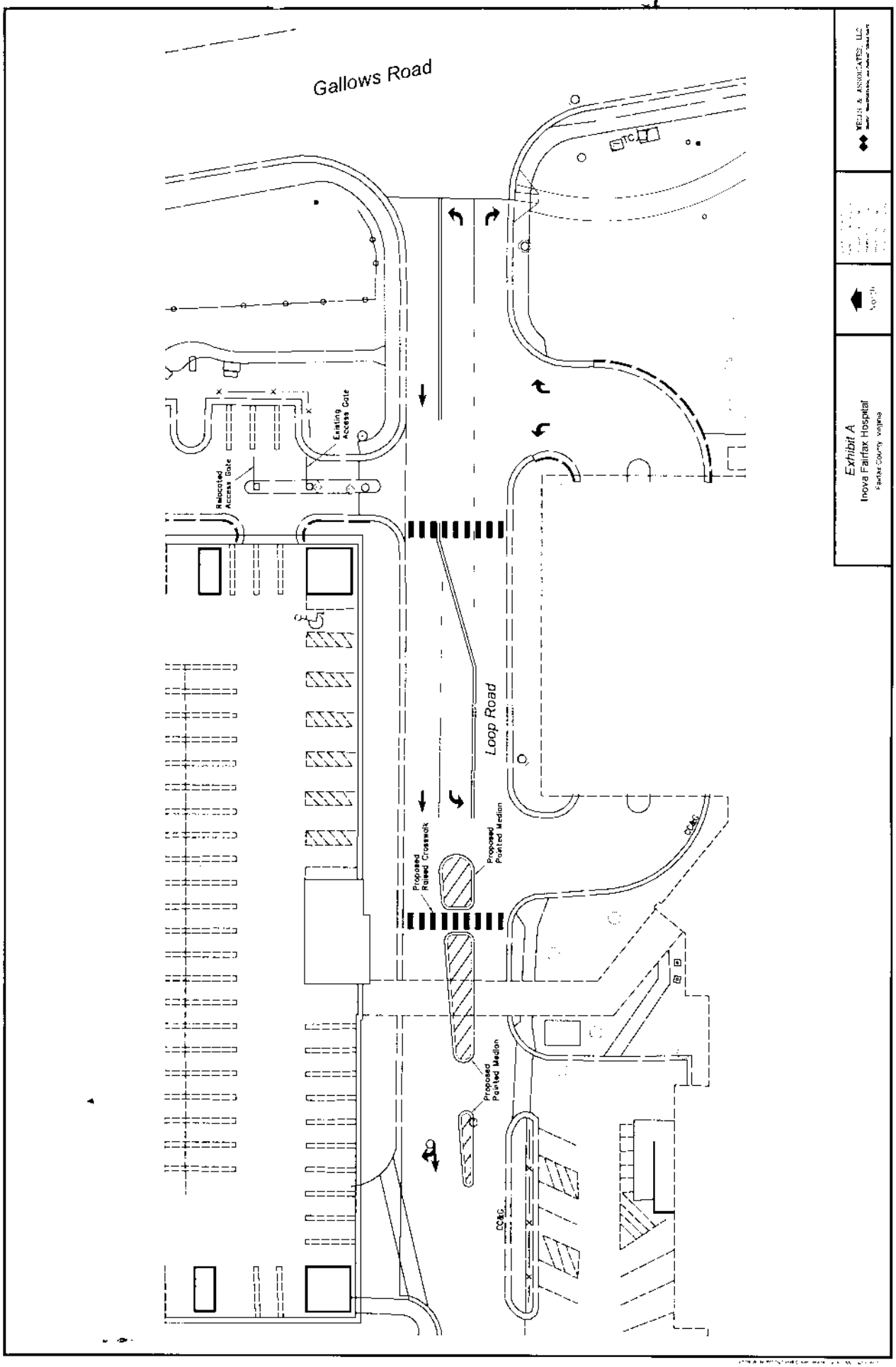
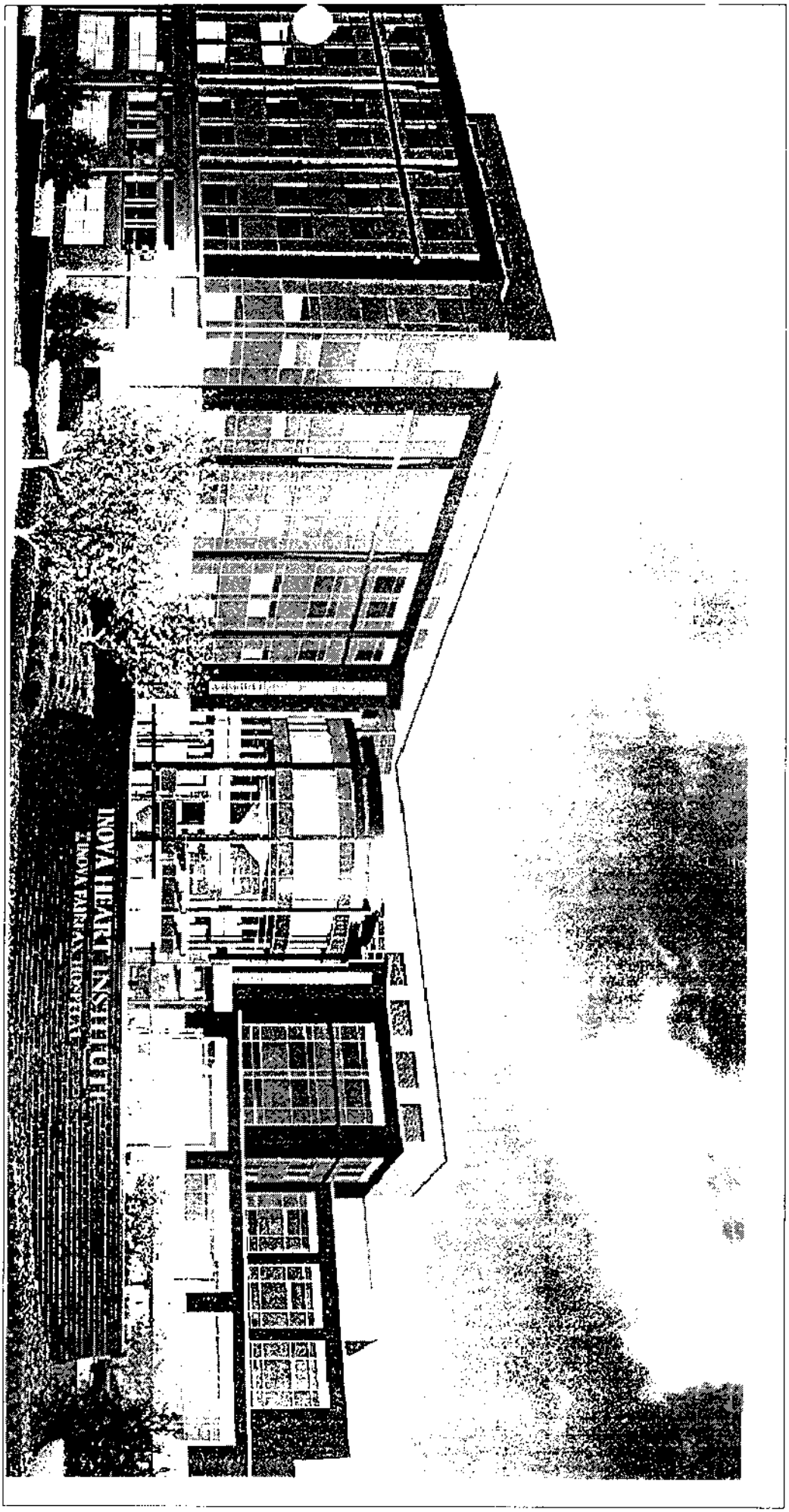
18. The Applicant shall contribute, prior to the issuance of the non-RUP for the Claude Moore Education Center, $11,414 to the Board of Supervisors for offsite public park facilities that serve the Merrifield Suburban Center.

The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by that Board.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception Amendment shall not be valid until this has been accomplished.

(Blue Entrance)

Exhibit A



Attachment 1