



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 12, 2012

Lynne J. Strobel  
Walsh Colucci Lubeley Emrich & Walsh PC  
Courthouse Plaza, 2200 Clarendon Boulevard, Thirteenth Floor  
Arlington, VA 22201-3359

Re: Interpretation for RZ 82-P-044; Tax Map 49-4 ((1)) 59;  
7700 Arlington Boulevard: Site Modifications

Dear Ms. Strobel:

This is in response to your letter of April 4, 2012, which superseded your letter dated March 20, 2012, requesting an interpretation of the proffers and the Generalized Development Plan (GDP) accepted by the Board of Supervisors in conjunction with the approval of Rezoning RZ 82-P-044, and of the Special Exception (SE) Plat and development conditions approved by the Board of Supervisors with SE 82-P-048. As I understand it, the question is whether several modifications would be in substantial conformance with the proffers, GDP, SE Plat and development conditions. Each modification will be addressed below. This determination is based on your letter and the interpretation exhibits, numbered 1 through 15, entitled "7700 Arlington Boulevard," prepared by Urban Engineering, Inc., unless otherwise noted, as referenced in this letter. Copies of your letter and relevant documents are attached.

On October 18, 1982, the Board of Supervisors approved RZ 82-P-044, subject to proffers, to rezone the property from I-2 District to the I-3 District (see proffers Exhibit 1). Concurrently, the Board of Supervisors also approved Special Exception SE 82-P-048, subject to development conditions, to permit fill in the floodplain for the southwest portion of the site. At the time of rezoning, the property was developed with a 420,000 square foot office building and associated parking. The rezoning was approved to permit construction of an additional 273,200 square foot building, increasing the Gross Floor Area (GFA) to 673,200 square feet, and the maximum Floor Area Ratio (FAR) to 0.36.

According to your letter and illustrations, the applicant has made a number of improvements to the existing site in order to accommodate office space for a new government tenant. These improvements are shown on Minor Site Plan #2012-MSPV-002-A-3, which was approved on October 25, 2011.

**Site Layout, Entrances, Parking and Open Space.** You indicate that the applicant has modified the site layout, entrances, vehicular circulation, parking and open space. The number of parking spaces has been increased by 195 from the existing 1,845 parking spaces to a total of 2,040 (see Exhibit 4). The increase in parking has been accomplished by reconfiguring and relocating the existing parking spaces, and by a shift in open space in the southern part of the site. Due to security requirements of the tenant, the asphalt drive aisles and parking near the front southeast corner of the building have been removed and relocated southward into areas formerly in open space. The areas of former parking closest to the building have been converted to open space. With the relocation of the front parking area, an existing secondary entrance

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from Arlington Boulevard/Route 50, which was located 100 feet west of the main entrance, has been eliminated, as was recommended by Virginia Department of Transportation (VDOT) (see Exhibit 4). You indicate that this modification is designed to improve traffic flow by limiting the number of conflicting vehicle movements along Arlington Boulevard/Route 50 and complies with more current VDOT access management regulations for principal arterials. The main entrance from Arlington Boulevard/Route 50 at the signalized intersection with Jaguar Trail has been expanded. The western entrance from Fairview Park Drive has also been upgraded. Both entrances have been modified to provide widened entries to function as security checkpoints, including security access gates, guard booths, canopies, and turn-around lanes.

You have indicated that the reconfiguration of parking and entrances has resulted in less total impervious surface, as depicted in Exhibit 6 ("Overall Impervious Area Exhibit," dated April 4, 2012). According to the exhibit, the impervious surface has decreased by 12,416 square feet as a result of the modified site layout, and the overall amount of open space has increased. As depicted in Exhibit 7 ("Open Space Exhibit," dated April 2, 2012), the amount of open space increased by 21,676 square feet, or 2.44%. You have indicated that the GDP depicts approximately 9,250 square feet of tree canopy, which is exclusive of the tree canopy associated with the tree save area within the buffer adjacent to the north property boundary. With the proposed site improvements, the information provided with Exhibit 8 indicates there will be 81,300 square feet of new tree canopy coverage, which is in addition to the 389,780 square feet of tree preservation area on the north property boundary.

It is my determination that the layout modification, entrances, parking and open space would be in substantial conformance with the proffers and the GDP, subject to final approval of DWPEs and VDOT.

**Guard Houses and Canopies.** According to your letter, the applicant has located three (3) guard houses on the site for security screening, as depicted on Sheets 14 and 15 of the minor site plan and on interpretation Exhibit 4. You state that each is covered by a 15 foot tall canopy. Two guard houses are located at the main entrance on Arlington Boulevard/Route 50, adjacent to the existing 90 foot landscape buffer and measure approximately 7.25 feet by 17.5 feet and 5 feet by 15 feet. The third guard house is located at the west entrance at Fairview Park Drive and is approximately 7.5 by 14.7 feet. The three guard houses total 312 additional gross square feet.

You indicate that the two guard houses at the east drive entrance will be screened by existing vegetation and supplemented with additional plantings, as described below. You indicate that the guard houses and canopy footings are located outside of the 90 foot buffer, but that the canopy cover for the guard house cantilevers approximately one foot into the 90 foot buffer.

According to Exhibit 8, the applicant is reducing the amount of gross square footage previously constructed on the property. You state that the total improvements proposed on the property result in 588,209 square feet of gross floor area, which is within the square footage approved with the rezoning. The gross square footage as shown on the approved GDP is 693,200 square feet, which included 420,000 square feet of existing building and 273,200 square feet for the proposed building addition. Of the 420,000 square feet, 122,500 was cellar space. The resulting square footage with the proposed development is 588,209 square feet, which deducts the cellar space from the 420,000 square feet of the existing building. Approximately 60,000 square feet, or about 50%, of the cellar is office use; the remainder of the cellar is comprised of a data center, mechanical equipment, storage and a mail room, including shipping and receiving. You state the combined size of the three guard houses totals 312 square feet, which is within the approved GFA.

It is my determination that the guard houses and canopies would be in substantial conformance with the proffers and the GDP, provided that the visual impact of the guard house structures and canopies, as well as the impact of the security activity conducted at the guard houses on the eastern landscape buffer and the adjacent residential properties are mitigated, as determined by DPWES.

**Lighting.** Additional lighting has been located throughout the parking lot and in the entrance security areas. You indicate that the lighting is designed to meet the requirements of the Zoning Ordinance. Light poles range in height between 15 and 32 feet, as depicted in the lighting plan included as Exhibit 9 (consisting of three sheets labeled E00.00, E00.01, and E00.02, prepared by Gensler and GHT limited Consulting Engineers). You state that the submitted photometric plan illustrates that the site lighting would result in zero foot candles along the perimeter of the property adjacent to residential development to the north and east.

Based upon the submitted documents, and inspection of the site, there are concerns about the intensity of lighting installed, the number of lights, the height of the light poles, and impact on the adjacent residential properties. Further review and discussion of this issue will be needed.

It is my determination that addition of lighting to the site would not be precluded by the rezoning proffers, provided it does not adversely affect the adjacent properties. In order to address this issue, an overall lighting plan shall be submitted to the Zoning Administrator for approval. Such lighting plan shall be designed to minimize the amount of lighting on the site to the extent feasible, include measures to mitigate the impact of light, glare and reflection on adjacent properties, and comply with the lighting provisions of the Zoning Ordinance.

**Landscape Buffer North.** A 35-foot wide transitional screening and landscape buffer along the northern boundary line was proffered (Proffer 2) with the rezoning of the property in 1982. The northern property boundary is adjacent to single-family attached dwellings and a public school. A 1988 As-Built Site Plan (Exhibit 2) depicts a 20 foot wide buffer rather than 35 feet as proffered. The 20 foot wide buffer, with the addition of a fence, and adjacent parking spaces have existed since that time. In 2003, a minor site plan was approved, in which DPWES approved a modification to allow a 20 foot transitional screening yard with the condition that the wooden fence be replaced with a 7 foot tall board-on-board fence and the existing vegetation supplemented to fill in areas of sparse vegetation and to satisfy the purpose of transitional screening. You indicate that with the current proposal, the applicant will continue to meet the transitional screening requirement within the existing 20 foot buffer by supplementing the existing vegetation and mature trees along the northern boundary with new plantings to provide appropriate screening (Exhibit 3, titled "North Buffer Enhancement Exhibit," dated March 13, 2012) and will replace the existing wood fence, as required with the modification approved by DPWES in 2003, to ensure appropriate screening between the existing uses.

It is my determination that the proposed supplemental landscaping and the replacement of the wooden fence within the northern buffer are in substantial conformance with the proffers and GDP, subject to final approval by Urban Forest Management (UFM), DPWES.

**Landscape Buffer South.** The applicant has modified the landscape buffer along the southern property boundary adjacent to Route 50 by adding a berm and landscaping, as depicted on the overlay interpretation Exhibit 4 (titled "Zoning Interpretation Exhibit," dated February, 2012, prepared by Urban Engineering). The exhibit depicts the proposed berm extending from west to east between the right-of-

way and front parking area and includes plantings of approximately nineteen (19) evergreen trees inside the berm along its length.

It is my determination that the revised landscaping, including the addition of a berm and landscaping, along the southern boundary of the site is in substantial conformance with the proffers and GDP, subject to final approval by UFM, DPWES.

**Landscape Buffer East.** An existing 90-foot wide buffer, required by the proffers, extends along the east property boundary adjacent to residential uses. One of the two guard booths at the Route 50 entrance, and its related canopy and lighting, is located directly adjacent to the buffer. The canopy overhang extends into the buffer slightly. According to your letter, the applicant proposes to plant supplemental evergreen trees within the buffer area to enhance the existing screening, as coordinated with Urban Forest Management (see Exhibit 5, "East Buffer Enhancement Exhibit," dated April 4, 2012, prepared by Urban Engineering).

It is my determination that the proposed supplemental landscaping would be in substantial conformance with the proffers and GDP, provided that it is designed to restore the vegetation within the buffer that may have died or been damaged by construction, and to mitigate the impacts of the proposed improvements, including the guard booth, security activity, related canopy, and site lighting, subject to final approval by UFM, DPWES.

**Improvements in the Floodplain.** The existing improvements in the floodplain are governed by SE 82-P-048, which was approved concurrently with the rezoning. The subject area includes the access near the west entrance to Fairview Park Drive. Your letter states the applicant is not filling in the floodplain with the current minor site plan, and that while a guard house is installed in the floodplain as depicted on Exhibit 4, there is no additional impervious surface created. You state that the location of the guard house was deemed to be redevelopment during the minor site plan review process. According to Exhibit 11 (titled "Floodplain Impervious Area Exhibit," dated April 2, 2012), the amount of impervious surface within the floodplain is decreased with the proposed site layout by 17,108 square feet. You also state that since the adoption of the Chesapeake Bay Preservation Ordinance, a portion of the property is designated as Resource Protection Area (RPA). According to Exhibit 12 ("RPA impervious Area Exhibit," dated April 4, 2012), the impervious area within the RPA is decreased with the proposed site layout by 29,015.28 square feet.

It is my determination that the location of a guard house within the floodplain would be in substantial conformance with the proffers, GDP, SE Plat and development conditions, subject to final approval by DPWES.

**Traffic Management.** The proffers accepted by the Board of Supervisors with RZ 82-P-044 include a commitment to limit the number of site generated outbound vehicular trips during the p.m. peak hour at Jaguar Trail and Arlington Boulevard/Route 50 to 210 vehicles per hour, and the total peak hour trip generation for the site to 650 vehicles per hour. If the total peak hour and/or p.m. peak hour trips is exceeded, additional transportation strategies are required to reduce peak hour trips to the proffered levels. You state that the applicant is committed to continued compliance with the transportation proffers and has retained Wells & Associates to analyze vehicle trip generation. Based on ITE rates, the total p.m. peak hour trip generation for the site when fully occupied is estimated by Wells and associates to be 832 trips. You indicate that the applicant projects a minimum of a 22% trip reduction through measures such as carpooling, shuttle services and transit usage and would manage the number of trips at the two entrances to meet the proffer restrictions at the Jaguar Trail/Arlington Boulevard entrance. You indicate that the three security gates will be operated to minimize delays entering the property,

and wayfinding signage, pavement striping and white stop bars will be provided (see Exhibit 15, "Site Signage and Wayfind Exhibit," dated April 2, 2012). In addition, the applicant proposes to provide traffic counts once a month to Fairfax County DOT and VDOT to demonstrate proffer compliance.

It is my determination that the proposed traffic management measures would be in substantial conformance with the proffers and the GDP, provided that both the western and eastern entrances are completed in accordance with the approved minor site plan and open to traffic prior to any occupancy of the site, the proposed traffic monitoring program is implemented, monthly traffic counts are provided to FCDOT and VDOT, a traffic impact analysis is conducted, and additional trip reduction measures are provided as needed to meet the proffered trip limitations, subject to the approval of FCDOT.

**Development Agreement.** This interpretation request includes a number of issues that should have been addressed with the submission of the Minor Site Plan for the project in 2011. The proposed modifications to the development must be in substantial conformance with the approved rezoning and special exception governing the property, or amendment of the respective zoning cases will be required. While some of the issues discussed in this letter will have been resolved prior to the initial occupancy of the buildings, the resolution of others will be ongoing. As such, a development agreement should be provided to ensure the resolution of these issues. It is my understanding that you will be preparing such an agreement, in concert with the Department of Public Works and Environmental Services and the County Attorney.

**Occupancy.** You have indicated that the Applicant is presently requesting phased occupancy of the projects. According to DPWES, the phased occupancy request is as follows:

- Phase A Occupancy: Section 1 and first floor of Section 2, 600 employees, April 13, 2012
- Phase B Occupancy: Section 4, Owner's staff, May 1, 2012
- Phase C Occupancy: Section 3 and remainder of Section 2, remaining personnel, May 21, 2012

It is my determination that the issuance of a Non-RUP for the proposed first Phase (A) would be in substantial conformance with the proffers and the GDP provided that both the east and west site entrances have been completed in accordance with the approved minor site plan and are open to traffic, provided that the proposed traffic monitoring program is activated and commenced within 30 days of the initial occupancy, and provided that all DPWES issues for the first phase occupancy have been addressed.

It is my determination that issuance of Non-RUPs for the proposed subsequent phases of occupancy (B and C) would be in substantial conformance with the proffers and the GDP provided a Development Agreement between the County and the Applicant has been executed and a Lighting Plan has been submitted to and approved by the Zoning Administrator for the site.

These determinations have been coordinated with DPWES, FCDOT and the County Attorney, and have been made in my capacity as the duly authorized agent of the Zoning Administrator. This letter only addresses the issues discussed herein. If you have any questions regarding this interpretation, please contact Kevin Guinaw at (703) 324-1290.

Lynne J. Strobel  
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Sincerely,



Barbara C. Berlin, AICP, Director  
Zoning Evaluation Division, DPZ

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Attachments: A/S

cc: Sharon Bulova, Chairman, Board of Supervisors  
Linda Q. Smyth, Supervisor, Providence District  
Kenneth A. Lawrence, Planning Commissioner, Providence District  
Laura Gori, Assistant County Attorney  
Eileen M. McLane, Zoning Administrator, DPZ  
Laura Miller, BRAC Coordinator, FCDOT  
Diane Johnson Quinn, Deputy Zoning Administrator, Permit Review Branch, ZAD, DPZ  
Betsy Smith, Director, Site Development & Inspection Division, DPWES  
Judy Cronauer, Chief, Central Branch, Site Development and Inspection Division, DPWES  
Angela Rodeheaver, Chief, Site Analysis Section, FCDOT  
Ken Williams, Technical Processing, Land Development Services, DPWES  
Kevin Guinaw, Chief, Special Projects/Applications Management Branch, ZED, DPZ  
File: RZ 82-P-044, SE 82-P-048, PI 11 01 131, Imaging, Reading File



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**WALSH COLUCCI  
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April 4, 2012

**Via Hand Delivery**

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

RECEIVED  
Department of Planning & Zoning  
APR 05 2012  
Zoning Evaluation Division

Re: Request for Approval of Minor Modifications  
RZ 82-P-044 concurrent with SE 82-P-048  
Fairfax County Tax Map Reference: 49-4 ((1)) 59 (the "Subject Property")  
Applicant: GBA Associates

Dear Ms. Berlin:

Thank you for the opportunity to meet on March 19 and April 3, 2012 to discuss issues that have arisen during the final completion of improvements associated with a minor site plan for the Subject Property. Please accept this letter to replace and supercede my letter of March 20, 2012. I would appreciate acceptance of this letter as a request for a minor modifications to a previously approved development plan in accordance with the provisions of Paragraph 5.A. of Section 18-204 of the Fairfax County Zoning Ordinance (the "Zoning Ordinance").

The Subject Property has long been the site of an existing office building. The original office building was constructed in the 1950's with subsequent additions constructed in 1961 and 1985. The referenced rezoning application was approved by the Board of Supervisors at its hearing held on October 18, 1982 granting a rezoning of the Subject Property from the I-2 District to the I-3 District. The rezoning approval allowed for the construction of additional square footage on the Subject Property. A special exception, referenced as SE 82-P-048, was concurrently approved to permit construction within a floodplain. The Applicant was the owner of the property at the time of the rezoning and agreed to nine (9) proffers. A copy of the proffers is enclosed for your convenient reference. (Exhibit 1)

The Applicant submitted a minor site plan last year referenced as 2012-MSP-002-1 to incorporate modifications to on-site circulation, parking, and landscaping for a new tenant that will occupy the existing building. In addition to these minor on-site modifications, the entire building has been renovated with numerous improvements so that it will meet Silver LEED standards. The site reviewer has recently identified a proffer approved in conjunction with the referenced rezoning that requires the provision of a 35 foot landscape buffer along the northern

property line. In conjunction with evaluating this issue, the Applicant has been requested to describe all on-site modifications to ensure compliance with the previously approved proffers. The following is a description of each modification.

### Landscaping and Buffers

A 35 foot landscape buffer was identified in the proffers and the generalized development plan (GDP) approved with the rezoning. The existing buffer along the northern property line was less than 35 feet wide at the time of rezoning, and its 20 foot width has been the same for almost 30 thirty years. In fact, the buffer is shown on an as-built site plan approved by Fairfax County on January 29, 1988 as approximately 20 feet, a copy of which is enclosed. (Exhibit 2) The buffer has never been more than approximately 20 feet due to parking located along the northern property line.

While the Applicant is unclear as to the origination of the requirement to provide a 35 foot wide buffer, it may have been proposed as the typical transitional screening yard requirement between single-family attached dwellings and office development. The northern property line is shared with both single-family attached dwellings and a school. The Applicant proposes to meet the intent of the transitional screening requirements within the existing buffer width. Urban Engineering, which is the firm that submitted the minor site plan, has prepared an exhibit entitled "North Buffer Enhancement Exhibit" dated March 13, 2012 that is enclosed. (Exhibit 3) Exhibit 3 illustrates the improvements proposed on the northern property line. Exhibit 3 details how existing mature vegetation along the northern property line will be supplemented with new plantings to ensure appropriate screening. In addition, the Applicant will replace an existing wood fence located on the property line with a board-on-board fence. These two features combined will ensure appropriate screening between the existing uses and is in substantial conformance with the proffers and the approved GDP.

In addition to enhancement of the buffer along the northern property line, the Applicant has installed a berm and landscaping along the southern property line adjacent to Route 50. The landscaped berm will soften the appearance of the building from the roadway. The berm and landscaping along the southern property line are graphically represented on the enclosed exhibit entitled "Zoning Interpretation Exhibit" dated April 2, 2012 prepared by Urban Engineering. (Exhibit 4)

Lastly, a 90 foot buffer is existing along the eastern property line. A 90 foot buffer has consistently been shown on the GDP and approved plans as screening to the adjacent residential community. The Applicant proposes the planting of supplemental evergreen trees within the buffer area to enhance the existing screening. Given the dense characteristic of the existing vegetation, the Applicant will coordinate with a representative of the Urban Forestry Division to field locate the trees in a manner that will not negatively impact existing vegetation. The Applicant proposes evergreen trees in order to provide year round screening, and will coordinate with a representative of the Urban Forestry Division to select the most appropriate species. The landscaping along the eastern property line is shown on the enclosed exhibit entitled "East Buffer Enhancement Exhibit" dated April 4, 2012 prepared by Urban Engineering. (Exhibit 5) The

landscape proposed by the Applicant along the northern, southern and eastern property lines will increase the existing tree canopy coverage on the Subject Property.

#### Parking Spaces, Travel Aisles, Access and Open Space

The Applicant proposes modifications to on-site vehicular circulation and parking to accommodate the new tenant that will occupy the existing building on the Subject Property. These modifications are overlaid with existing conditions as shown on Exhibit 4. An existing access point to Route 50 has been eliminated. This modification will improve traffic flow for vehicles exiting the Subject Property by limiting the number of potentially conflicting movements along Route 50 at this location and complying with more current VDOT access management regulations for principal arterials. The Fairfax County Fire Marshal has reviewed the revised on-site circulation pattern and has deemed it to be acceptable for emergency vehicle access.

The number of parking spaces has been increased by 195 from existing conditions. The Subject Property was previously improved with 1,845 parking spaces, and this number has been increased to a total of 2,040. A parking tabulation is provided on Exhibit 4. The additional parking spaces have been achieved through a series of design measures including reconfiguration and relocation of existing parking spaces. The reconfiguration results in less total impervious surface on the Subject Property. As shown in an enclosed exhibit entitled "Overall Impervious Area Exhibit" dated April 4, 2012 prepared by Urban Engineering (Exhibit 6), the amount of impervious surface has decreased by 12,416 square feet. In addition, as a result of the modified site layout, the overall amount of open space has increased. As shown in an enclosed exhibit entitled "Open Space Exhibit" dated April 2, 2012 prepared by Urban Engineering (Exhibit 7), the amount of open space has increased by 21,676.71 square feet or 2.44%.

#### Guard Houses

The Applicant is installing three (3) guard houses for security screening of visitors. The guard houses are shown on Sheets 14 and 15 of the minor site plan, and on Exhibit 4. There are three (3) types of guard houses being installed on the site and all of the guard houses will be covered by a canopy. One guard house is approximately 7.25 feet by 17.5 feet and located at the main entrance on Route 50. A secondary guard house approximately 5 feet by 15 feet is located at the same entrance. The third guard house is located at Fairview Park Place and is approximately 7.5 feet by 14.7 feet. A total of 312 additional gross square feet is associated with the guard houses. As demonstrated by Urban Engineering in an enclosed letter dated March 19, 2012 (Exhibit 8), the Applicant is reducing the amount of gross square footage previously constructed on the Subject Property. The Subject Property is approved for 693,200 square feet of gross floor area as shown on the GDP. Approximately 122,500 square feet of cellar space, as defined by the Zoning Ordinance, also exists on the Subject Property. The total improvements proposed on the Subject Property result in 588,209 square feet of gross floor area. Therefore, the gross square footage associated with the guard houses will be within the square footage approved for the Subject Property. The two (2) guard houses on the eastern portion of the Subject Property will be screened by existing vegetation that will be supplemented as described herein. The guard

houses proposed in proximity to Route 50 are located outside of the 90 foot buffer as shown on Exhibit 4. The canopy roof that covers the guard houses in this location does cantilever approximately one (1) foot into the 90 foot buffer. The recorded covenant associated with creation and preservation of the buffer does not preclude this encroachment.

### Lighting

All lighting on the Subject Property will be in compliance with the requirements of the Zoning Ordinance. The guard houses will include lighting and lighting standards are located throughout the parking lot. The light standards will be no higher than 32 feet, including the base. A copy of the lighting plan prepared for the Subject Property is enclosed as Exhibit 9. Exhibit 9 consists of three (3) sheets labeled E00.00, E00.01 and E00.02 prepared by Gensler and GHT Limited Consulting Engineers. A photometric plan has been prepared for on-site lighting and is enclosed as (Exhibit 10). As illustrated on the photometric plan, the lighting results in zero foot candles along the perimeter of the Subject Property that is adjacent to residential development.

### Improvements in the Floodplain

The existing improvements located in the floodplain were previously permitted in accordance with SE 82-P-048. The approved special exception refers to the GDP and includes the access referred to as Fairview Park Place. The Applicant is not filling in the floodplain with the proposed minor site plan. While a guard house is being installed in the floodplain as shown on Exhibit 4, there is no additional impervious surface created. For this reason, the location of the guard house within the floodplain was deemed to be redevelopment during the minor site plan review process. As shown in an enclosed exhibit entitled "Floodplain Impervious Area Exhibit" prepared by Urban Engineering and dated April 2, 2012 (Exhibit 11), the amount of impervious surface located within the floodplain is decreased with the proposed site layout by 17,108.76 square feet.

Since the adoption of the Chesapeake Bay Preservation Ordinance, a portion of the Subject Property is designated as Resource Protection Area (RPA). As shown in an enclosed exhibit entitled "RPA Impervious Area Exhibit" prepared by Urban Engineering dated April 4, 2012 (Exhibit 12), the impervious area within the RPA is decreased with the proposed site layout by 29,015.28 square feet.

### Trip Generation

The proffers approved with the referenced rezoning include a commitment to limit the number of site generated outbound vehicular trips during the p.m. peak hour at Jaguar Trail and Arlington Boulevard to 210 vehicles per hour. The Applicant further agreed to limit the total peak hour trip generation from the site to 650 vehicles per hour. An additional proffer requires a traffic analysis to be conducted within 12 months of the issuance of a Non-RUP for the addition approved with the rezoning. If the total peak hour and/or p.m. peak hour trips were exceeded, additional transportation strategies would be developed to reduce the peak hour effect of traffic. It is unclear whether a traffic analysis was submitted within 12 months of the issuance of a Non-

RUP for the addition. There is no evidence of a submitted analysis, however, there are no zoning violations that have been issued for non-compliance.

The Applicant is committed to continued compliance with the transportation proffers as described herein. The Applicant has retained the traffic engineering firm of Wells & Associates to analyze anticipated vehicle trip generation as the Subject Property is currently vacant. Applying the trip generation rates of the 8<sup>th</sup> Edition of the Institute of Transportation Engineers Manual, it is anticipated that the proposed building, when fully occupied, will generate 832 p.m. peak hour trips to/from the Subject Property. Taking this number and applying an anticipated 22% reduction, the Applicant will achieve proffer compliance. Additional measures to divert existing site trips to the Fairview Park Drive access point will further serve to achieve compliance with the limitation of outbound p.m. peak hour trips at the Jaguar Trail and Arlington Boulevard intersection as specified in the proffer.

In order to ensure compliance with the proffers, the Applicant is willing to provide traffic counts once a month subsequent to building occupancy. Building occupancy will be phased. Initial occupancy is anticipated to commence on April 12, 2012. An enclosed schedule, labeled as Exhibit 13, illustrates phased occupancy through the month of April. Occupancy will continue to be phased into the fall of 2012. The Applicant anticipates that traffic counts will be taken on or about May 12, 2012. The traffic counts will be submitted to Fairfax County Department of Transportation and VDOT for review approximately every 30 days. In order to ensure proffer compliance, the Applicant requested Wells & Associates to prepare a summary of transportation management strategies that will be implemented on-site. This summary is enclosed as Exhibit 14.

Wells & Associates has already prepared a queuing analysis to ensure that there will be no delays entering the Subject Property. While there are security gates at the entrances to the Subject Property, the gates will be manned. The gate arms will typically be in a raised position and the guard will be able to quickly inspect a vehicle sticker and identification badge. Therefore, no delays are expected when vehicles enter the Subject Property. In order to facilitate exiting from the Subject Property, the Applicant will provide wayfinding signs to direct individuals to Fairview Park Place and paint white "stop bars" at stop sign in proximity to Route 50. The wayfinding signs and stop bars are shown in the enclosed exhibit entitled "Site Signage and Wayfinding Exhibit" prepared by Urban Engineering dated April 2, 2012. (Exhibit 15).

As the Applicant's proposal is in substantial conformance with the zoning approval, it may be administratively approved. Further, in accordance with the requirements of the Zoning Ordinance, the modification does not include the following:

- *A change in the amount of land area or a more intensive use from that approved.*

The Applicant is not changing the amount of land area and is reducing the amount of approved square footage.

- *An increased parking requirement.*

As the Applicant is not increasing the amount of approved square footage, there is no increased parking requirement. While the number of parking spaces has increased, the amount of impervious surface has decreased as a result of the proposed modifications.

- *Uses other than those approved pursuant to the proffered conditions.*

The Applicant is not changing the approved use of the Subject Property with this proposal.

- *A reduction in the effectiveness of approved transitional screening, buffering, landscaping or open space.*

While the Applicant is proposing a reduction in the width of a proffered buffer along the northern property line as shown on the approved generalized development plan, the proposed supplemental plantings and fence will provide screening with the same effectiveness as anticipated with the original approval. The Applicant is retaining existing mature trees and supplementing those trees with additional landscaping. In addition, the Applicant will be providing a six (6) foot wood board-on-board fence along the property line. A landscaped berm has been added to the southern property line and supplemental landscaping is proposed along the eastern property line. The proposed landscaping around the perimeter of the Subject Property will improve transitional screening and buffering. The overall amount of open space and tree canopy coverage approved on the Subject Property is increased with the Applicant's minor site plan.

- *Changes to bulk, mass, orientation or location which adversely impacts the relationship of the development to adjacent property.*

As the Applicant is not increasing the amount of approved square footage, and is only renovating an existing building, there are no changes to the bulk, mass, orientation or location of buildings that adversely impact adjacent property.

- *An increase in the amount of clearing and/or grading for a stormwater management facility.*

As the Applicant is not increasing the limits of clearing and grading and is decreasing the amount of impervious surface, there are no impacts on stormwater management.

- *The addition of any building or any additions to buildings.*

The Applicant's proposal does include the addition of three (3) small structures that will serve as guard houses for security screening. While these are new structures on the Subject Property, they may be considered accessory to the

primary use of office. In addition, as the Applicant is constructing less square footage than approved, the guard houses do not increase the overall approved square footage on the Subject Property.

The Applicant's proposal will result in a number of improvements to the Subject Property, which has been developed since the 1950's. A reduction in the width of the transitional screening buffer along the northern property line from that shown on the GDP was acknowledged in an approved as-built plan by Fairfax County. The Applicant is proposing to retain mature vegetation along the northern property line that will be supplemented with plantings and a six (6) foot high board-on-board fence. In addition, the Applicant is proposing additional plantings along the southern and eastern property lines as shown in various exhibits submitted with this request. While adjustments have been made to parking and travel aisles, the Applicant has actually reduced the amount of impervious surface and increased open space. Lastly, the Applicant will continue to comply with the proffers, including trip generation, as described herein.

I had previously submitted a check in the amount \$520.00 payable to Fairfax County for the filing fee. I have enclosed two (2) copies of this request with all exhibits, and an 8 ½" x 11" reduction of each exhibit referenced herein pursuant to your policy. Should you have any questions regarding this letter, or require additional information, please do not hesitate to contact me. As you are aware, it is critical that a determination be issued as quickly as possible to allow for the issuance of an occupancy permit.

As always, I appreciate your assistance.

Very truly yours,

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

  
Lynne J. Strobel

LJS/kae

Enclosures

cc: Supervisor Linda Smyth (w/encls.)  
Kevin Guinaw (w/encls.)  
Carrie Lee (w/encls.)  
Vincent Forte  
Clayton Tock  
Robin Antonucci  
Will Johnson  
Martin D. Walsh

REZONING

PROFFERS

Upon the rezoning of the subject property to I-3 zoning district, the applicant hereby agrees to develop the subject property in accordance with the following proffers:

RECEIVED  
Department of Planning & Zoning  
APR 10 2012  
Zoning Evaluation Division

1. Development will occur in substantial compliance with the generalized development plan submitted with this application.
2. Provide a 35' landscaped buffer along the northern property line and maintain the 90' landscaped buffer along the eastern property line.
3. Provide landscaping within the existing parking lot as shown on the generalized development plan.
4. The Gross Floor Area of the expansion proposed under the application shall not exceed approx. 273,200 square feet as shown on the GDP. Building heights shall not exceed fifty (50) feet exclusive of mechanical equipment.
5. Provide an internal continuous travel lane from the east entry on Arlington Boulevard to the west entry on Arlington Boulevard or the access to the Spine Road as shown on the GDP.
6. Provide the following improvements on Jaguar Trail:
  - (a) On the south side of Arlington Boulevard, re-stripe the existing roadway to provide a left-turn only lane, and a lane for left turns, right turns, and through movements.
  - (b) On the northern side of Arlington Boulevard, construct an additional lane for the total of two (2) outbound lanes (one of right turns only and the other for through and left turn movements).
  - (c) Contribute \$5,000 toward signalization at Arlington Boulevard and Jaguar Trail.
7. Applicant agrees to provide measures set forth below in order to limit the number of site generated outbound trips during the P.M. peak hour at Jaguar Trail and Arlington Boulevard to 210 vehicles per hour. The applicant further agrees to limit the total peak hour generation of the site to 650 vehicles per hour.



8. A traffic analysis shall be conducted under the direction of the applicant's transportation consultant and at the applicant's expense to determine the magnitude of total peak hour trips generated by the development, and the number of peak hour trip contributed to the outbound volume at Jaguar Trail and Arlington Boulevard during the P.M. peak hour. This analysis shall occur within 12 months of the issuance of a NON-DEP for the subject expansion.

If the number of total peak hour and/or P.M. peak hour trips cited above are shown to be exceeded, additional transportation strategies shall be developed to reduce the peak hour effect of the incremental trips to a level commensurate with the above allowable peak hour trips.

In the event that revised strategies shall be required, additional monitoring and/or analysis shall be conducted by the applicant to determine the adequacy of the revised strategies and the rest submitted to the Board of Supervisors for review and approval. Additional procedures in accord with the provisions of this proff shall be undertaken by the applicant if requested by the Board of Supervisors.

In the event additional monitoring and/or analysis and/or revised strategies shall be required from time to time in accordance with this provision, the cost of the additional monitoring and/or analyses and/or revised strategies shall be paid for by the applicant/developer(s) of the subject property.

9. Applicant agrees to participate in the TSM as proffered by the developers of the Chiles property to aggressively encourage ride-sharing and van-pooling by tenants to reduce the traffic generated by subject development during the peak traffic periods. If participation is not possible, the applicant will provide independent measures, such as TSM strategies, as necessary to fulfill proffer number 7.

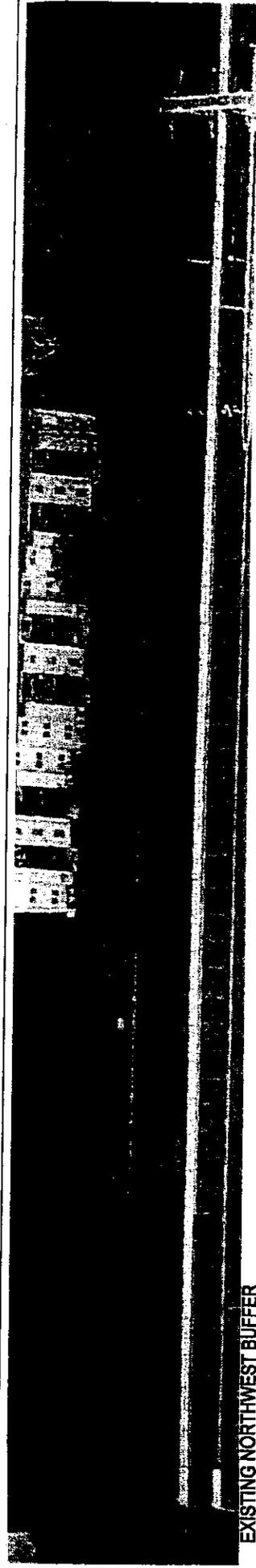
October 15, 1982

GBA ASSOCIATES

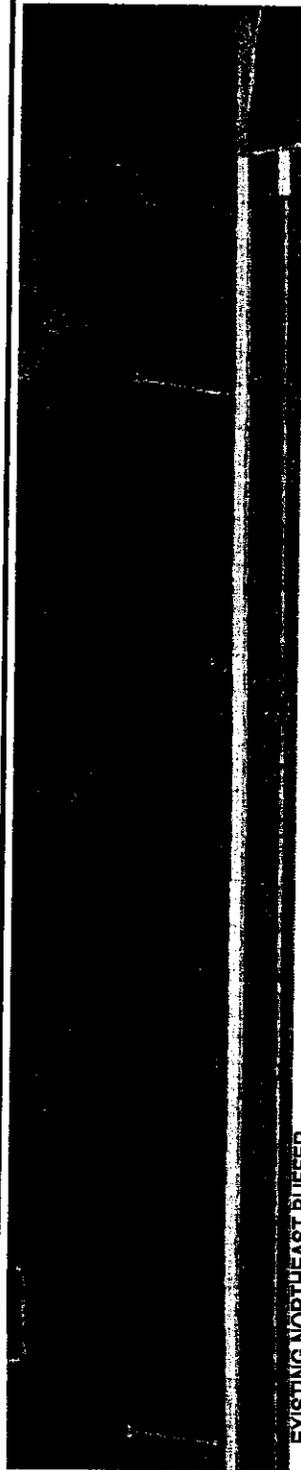
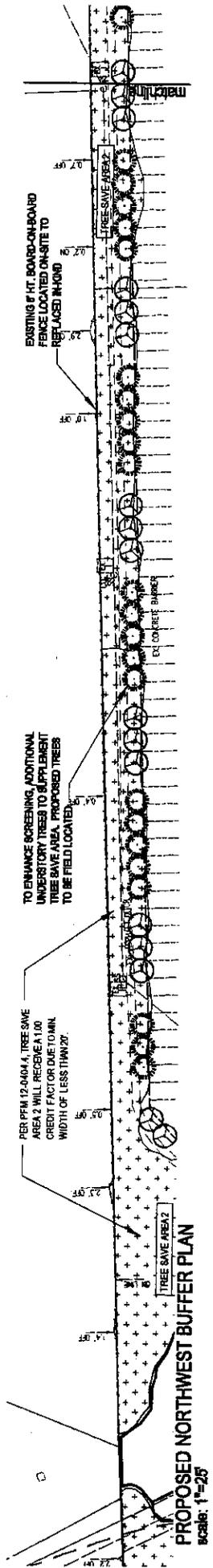
By:

  
Albert J. Forte, General Partner

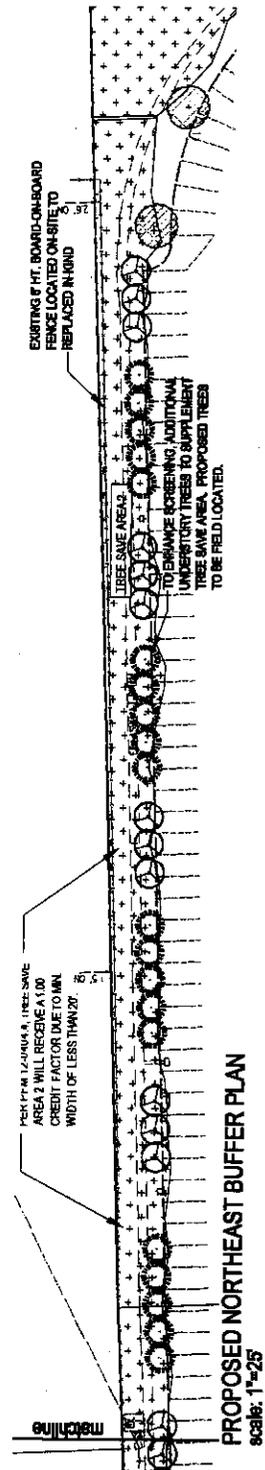




**EXISTING NORTHWEST BUFFER**  
n.l.g.



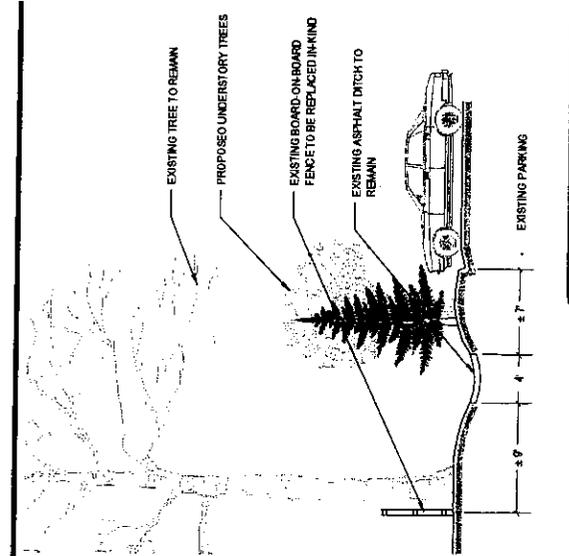
**EXISTING NORTHEAST BUFFER**  
n.l.g.



**NORTH BUFFER ENHANCEMENT EXHIBIT**



**7700 ARLINGTON BOULEVARD**  
Fairfax County, Virginia



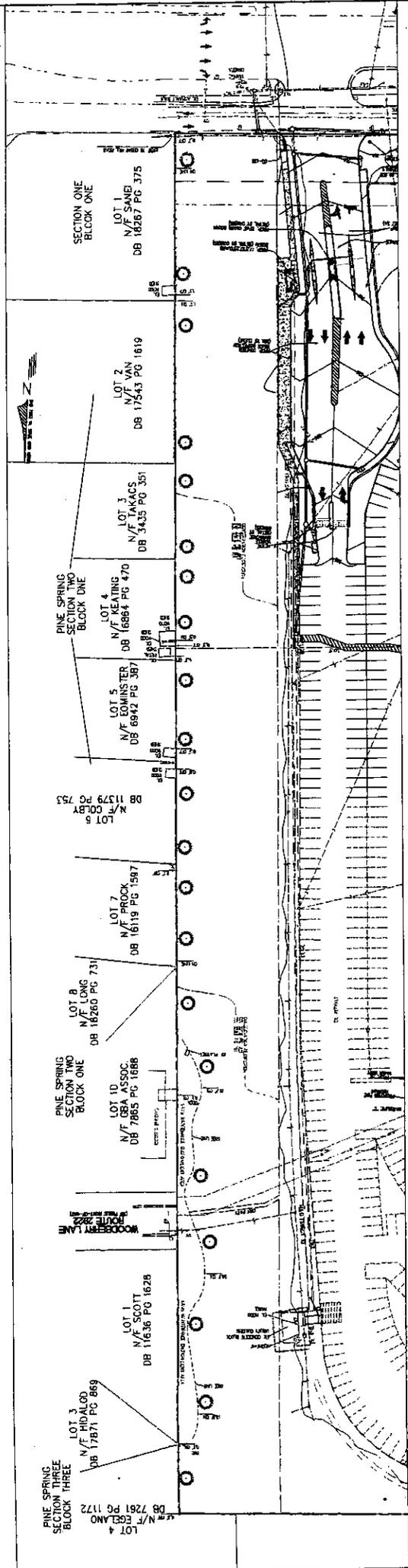
**TYPICAL NORTH BUFFER**  
scale: 1"=5'

**EXHIBIT**  
**3**





**EXISTING EASTERN BUFFER**  
n.l.s.



**PROPOSED EASTERN BUFFER**  
1"=40'

**LEGEND**

- SUPPLEMENTAL LANDSCAPING
- EVERGREEN TREE
- MANHATTAN BLUE CEDAR

- NOTES:**
1. LOCATION OF SUPPLEMENTAL LANDSCAPE SHOWN IN CONSERVATION RESTRICTION IS PRELIMINARY. FINAL LOCATION OF TREES IS SUBJECT TO CHANGE BASED ON FIELD CONDITIONS. THE CONTRACTOR SHALL CONTACT FAIRFAX COUNTY URBAN FORESTRY PRIOR TO PLANTING OF NEW LANDSCAPING. ALTHOUGH THE FINAL LOCATION OF LANDSCAPING MAY VARY BASED ON FIELD CONDITIONS, THE TOTAL QUANTITY SHOWN AS PROPOSED WILL NOT DECREASE.
  2. NO EXISTING TREES SHALL BE REMOVED TO ACCOMMODATE THE NEW LANDSCAPING. THE NEW LANDSCAPING MUST NOT NEGATIVELY IMPACT EXISTING TREES.
  3. NEW LANDSCAPING SHALL AVOID ALL UTILITY LINES AND ASSOCIATED EASEMENTS.

**EXHIBIT**  
**S**

EAST BUFFER ENHANCEMENT EXHIBIT



**7700 ARLINGTON BOULEVARD**

Fairfax County, Virginia



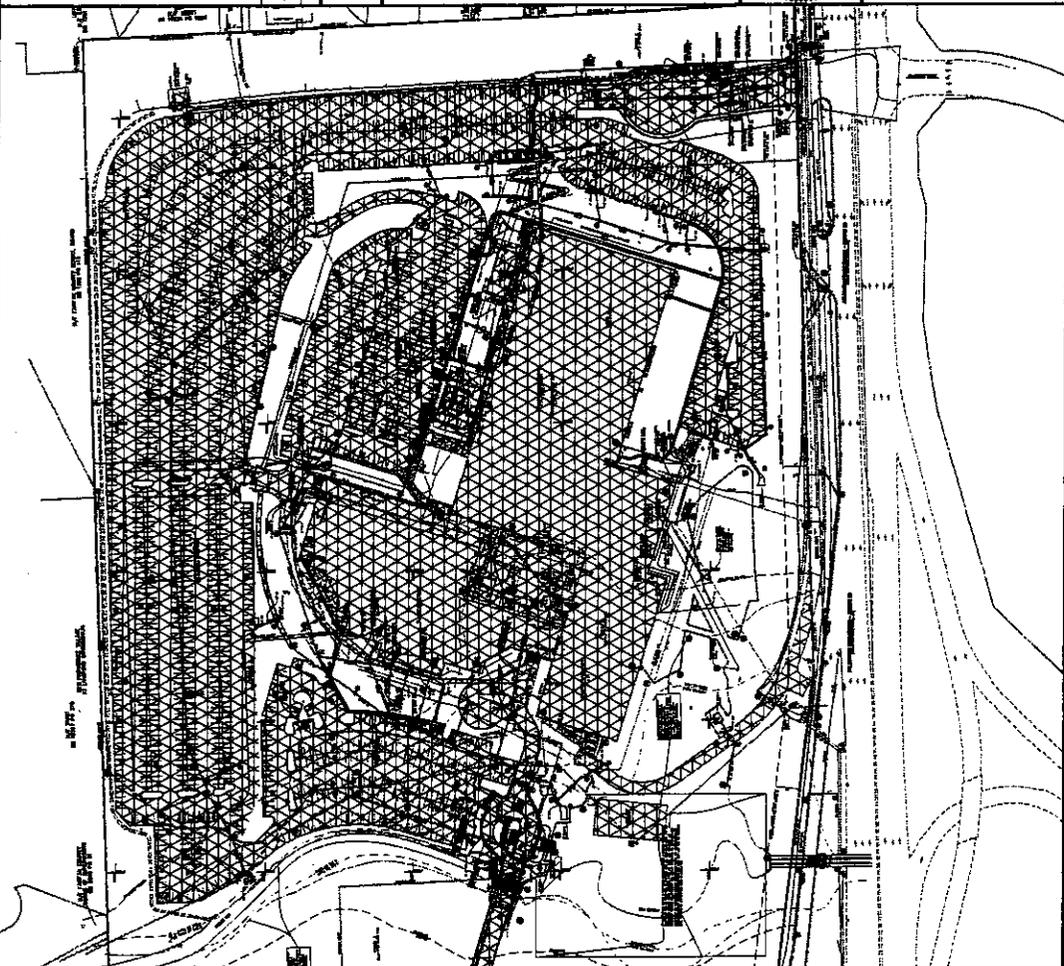
WHERE APPLICABLE

DATE	NO.	REVISION



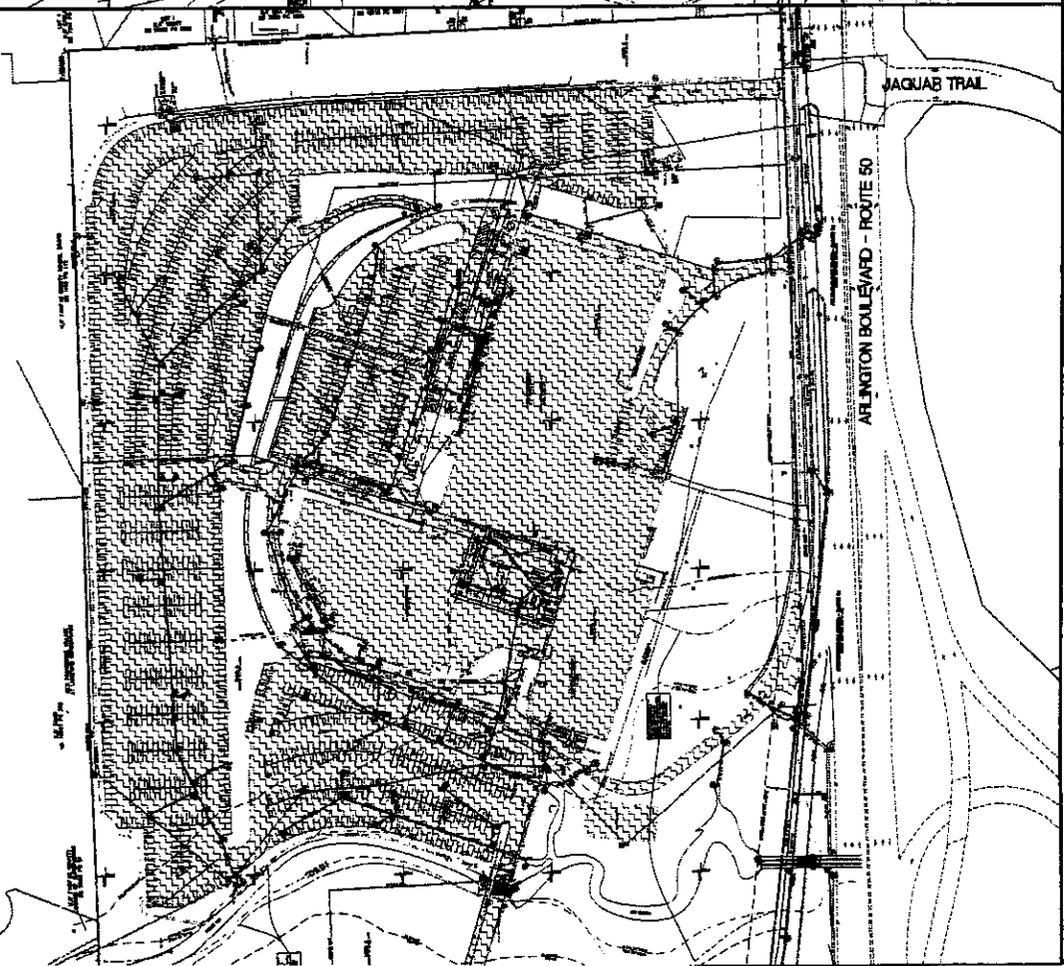

DATE: JULY 2011  
 CL: N/A  
 SCALE: 1"=100'  
 7700 ARLINGTON BLVD  
 MINOR SITE PLAN  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA

SUBJECT:  
 FILE NO.:  
 SP-12551



POST-CONSTRUCTION IMPERVIOUS AREA

 POST CONSTRUCTION IMPERVIOUS AREA = 1,045,749 SQ. FT. OR 24.01 ACRES



PRE-CONSTRUCTION IMPERVIOUS AREA

 EXISTING IMPERVIOUS AREA = 1,058,165 SQ. FT. OR 24.28 ACRES

**EXHIBIT**  
  
 6





PLANNERS  
ENGINEERS  
LANDSCAPE  
ARCHITECTS  
LAND  
SURVEYORS

March 19, 2012

Walsh Colucci Lubeley Emrick & Walsh  
Attn: Lynne Strobel  
Courthouse Plaza  
2200 Clarendon Blvd.  
13th Floor  
Arlington, VA 22201

**Re: 7700 Arlington Boulevard - 2012-MSP-002-2**

Dear Mrs. Strobel;

To summarize why we feel that the proposed improvements are in accordance with the General Development Plan Zoning Amendment Submission titled "E-Systems, Inc. Melpar Division", dated 2/1/82:

1. Gross Square Footage -- The GSF as shown on the approved GDP is 693,200 sq.ft which included 420,000 sq.ft. of existing building and 273,200 sq.ft GSF of proposed building. Of the 420,000 sq. ft. listed for the existing building, 122,500 sq.ft. was cellar space. The square footage with the proposed development is 588,209 sq.ft., which deducts out the cellar space from the 420,000 GSF of the existing building. The GEA office building (approximately 2,915 sq.ft.) at the north of the site has been rebuilt. This 2,915 sq.ft. of office space has always been included in the 588,209 sq.ft. of proposed development. There were no changes to the footprint of the three main structures. The only new GSF with the plan is the addition of the security booths (312 sq.ft.).
2. Impervious Area - The existing impervious area on the site was 1,058,165 sq.ft. Due to security requirements of the tenant, the asphalt drive isles nearest the building have been removed. This asphalt removal accounts for a reduction in impervious area on the site of 1.17% to 1,045,749 sq.ft. with the proposed site improvements.
3. Open Space - The existing open space on the site was 47.74%. Due to security requirements of the tenant, the asphalt drive isles nearest the building have been removed. This asphalt removal accounts for an increase in open space of 0.95% to 48.69% with the proposed site improvements.
4. Tree Canopy Coverage - The additional tree canopy coverage as shown on the GDP is approximately 9,250 sq.ft. This area is exclusive of the existing 389,780 sq.ft. of tree canopy coverage associated with the tree save area. Site improvements propose 81,300 sq.ft. of new tree canopy coverage. This canopy coverage is in addition to 389,780 sq.ft. of tree preservation area.



Re: 7700 Arlington Boulevard  
March 19, 2012

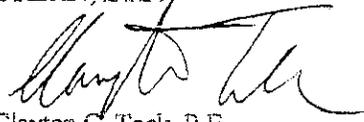
Page 2

5. Parking Schedule – The amount of parking has been increased with the proposed development to 2,040 spaces.

If you have any question please do not hesitate to contact me at 703-642-2306.

Sincerely,

URBAN, LTD.



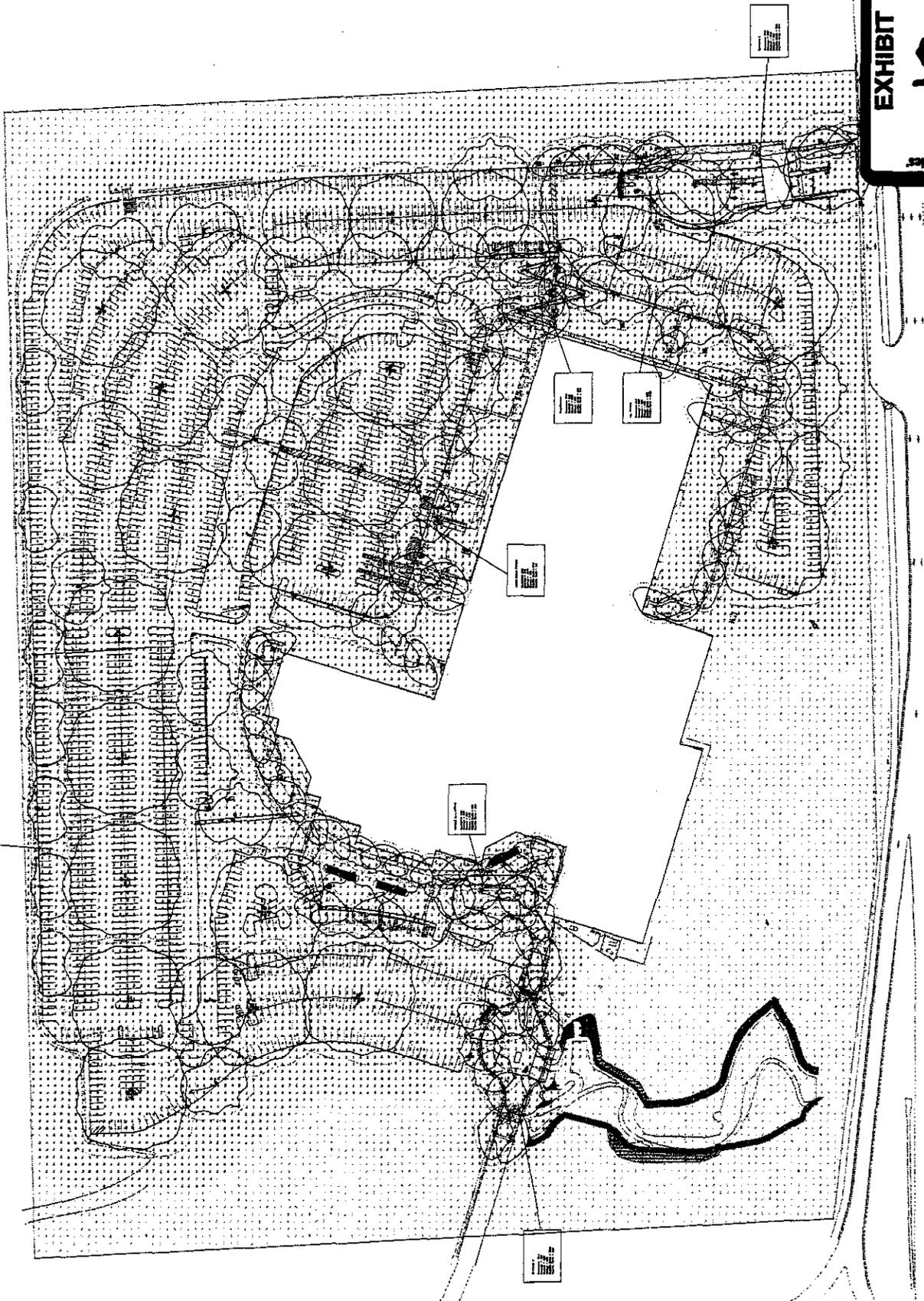
Clayton C. Tock, P.E.  
Associate



PROJECT NO.	3011001
MECHANICAL	ME
ELECTRICAL	EL
PLUMBING	PL
TELEPHONE	TE

SYMBOL	ELECTRICAL SYMBOLS LIST	NOTATION/NOTES
1	400V 3-PHASE 4-WIRE	400V 3-PHASE 4-WIRE
2	200V 3-PHASE 4-WIRE	200V 3-PHASE 4-WIRE
3	120V 1-PHASE 2-WIRE	120V 1-PHASE 2-WIRE
4	60V 1-PHASE 2-WIRE	60V 1-PHASE 2-WIRE
5	48V 1-PHASE 2-WIRE	48V 1-PHASE 2-WIRE
6	24V 1-PHASE 2-WIRE	24V 1-PHASE 2-WIRE
7	12V 1-PHASE 2-WIRE	12V 1-PHASE 2-WIRE
8	6V 1-PHASE 2-WIRE	6V 1-PHASE 2-WIRE
9	3V 1-PHASE 2-WIRE	3V 1-PHASE 2-WIRE
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97	0.00000000000000000000000000969352280335416636363607013671875V 1-PHASE 2-WIRE	0.00000000000000000000000000969352280335416636363607013671875V 1-PHASE 2-WIRE
98	0.00000000000000000000000000484676140167708318181813502734375V 1-PHASE 2-WIRE	0.00000000000000000000000000484676140167708318181813502734375V 1-PHASE 2-WIRE
99	0.0000000000000000000000000024233807008385416090909175013671875V 1-PHASE 2-WIRE	0.0000000000000000000000000024233807008385416090909175013671875V 1-PHASE 2-WIRE
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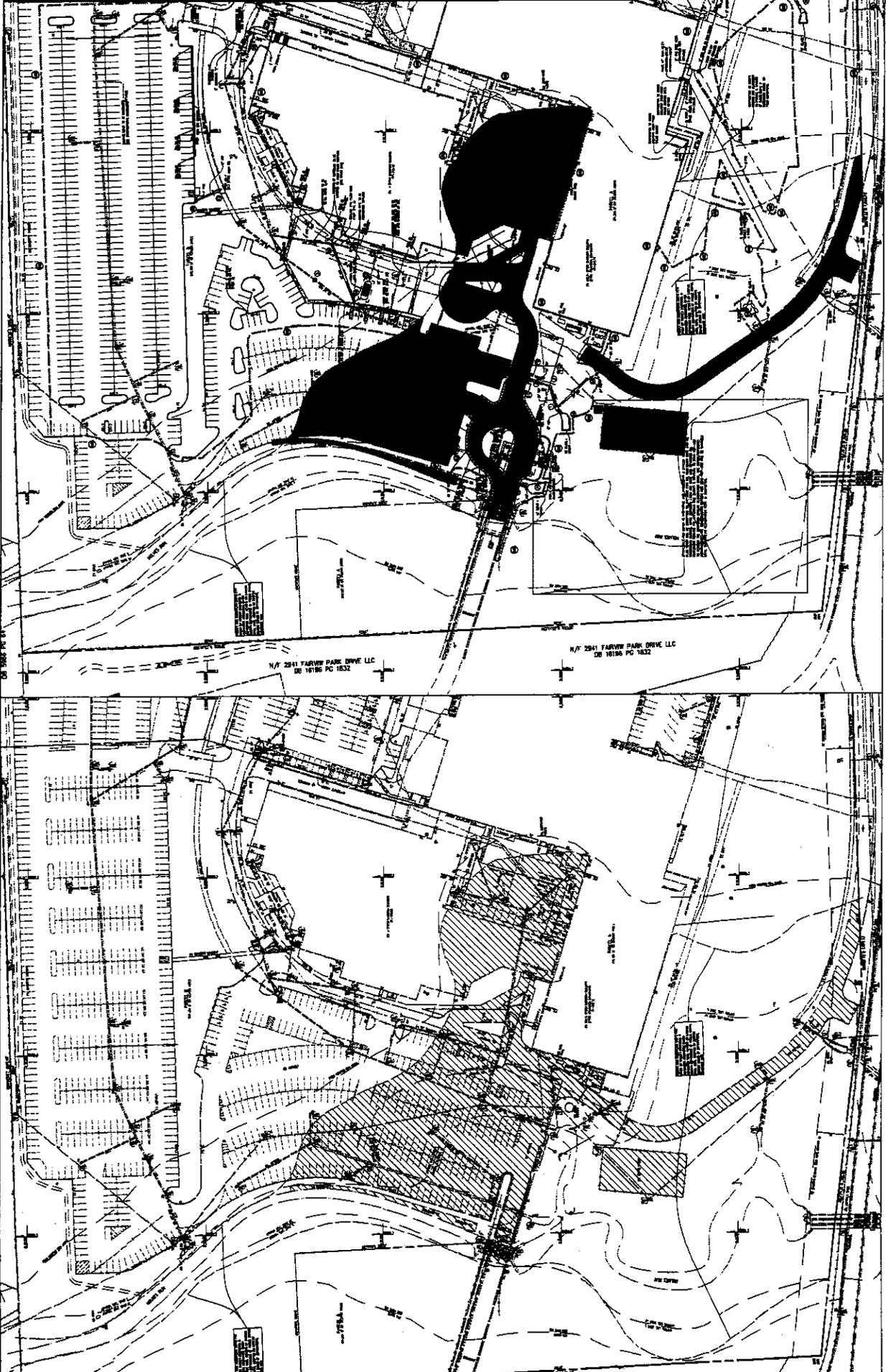




NO.	DATE	REVISION

FLOODPLAIN IMPERVIOUS AREA EXHIBIT  
 7700 ARLINGTON BLVD  
 MINOR SITE PLAN  
 PROVIDENCE DISTRICT  
 FAIRFAX COUNTY, VIRGINIA  
 DATE: JULY 2011  
 SCALE: 1"=50'  
 No. 2551

**EXHIBIT**  
**11**  
 sheets



POST-- IMPERVIOUS AREA\*

PRE-- IMPERVIOUS AREA

LEGEND

EXISTING IMPERVIOUS WITHIN FLOODPLAIN = 123170.7 SQ. FT. OR 2.82 ACRES

EXISTING IMPERVIOUS AREA TO REMAIN WITHIN FLOODPLAIN AFTER SITE REDEVELOPMENT= 106061.94 SQ. FT. OR 2.43 ACRES

DATE	NO.

DATE: 07-24-13  
 DRAWN BY: [unintelligible]

**urban**

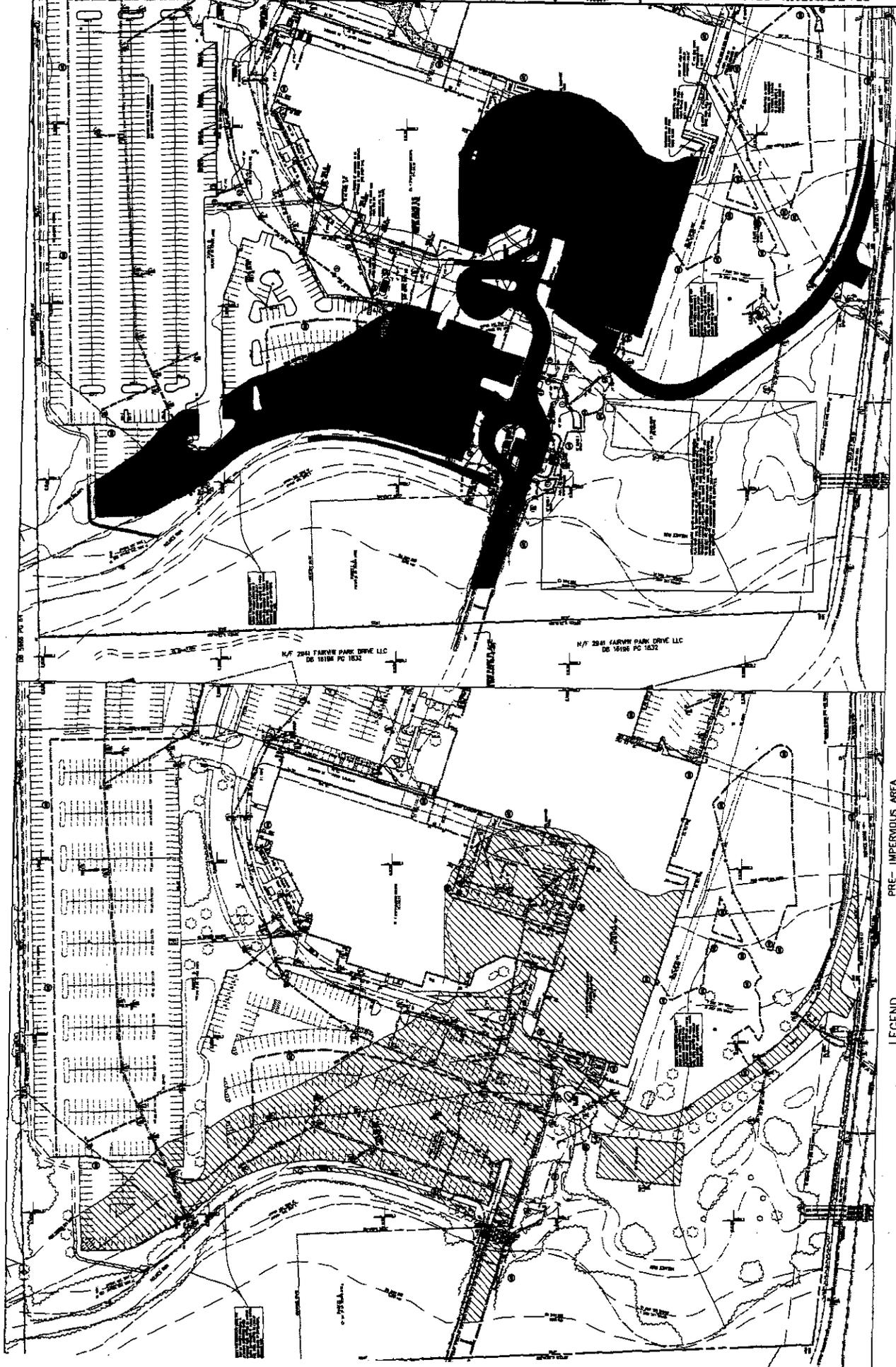
PLANNING & ARCHITECTURE

1000 W. MAIN ST. SUITE 200  
 CHARLOTTE, NC 28202  
 (704) 375-1100



RPA IMPERVIOUS AREA EXHIBIT  
 7700 ARLINGTON BLVD  
 MINOR SITE PLAN  
 PROVIDENCE DISTRICT  
 FAYETTE COUNTY, VIRGINIA  
 CL - N/A  
 DATE: JULY 2011

**EXHIBIT**  
**12**



POST- IMPERVIOUS AREA\*

PRE- IMPERVIOUS AREA

LEGEND

EXISTING IMPERVIOUS WITHIN RPA = 209,803.65 SQ. FT. OR 4.82 ACRES

EXISTING IMPERVIOUS AREA TO REMAIN WITHIN RPA AFTER SITE REDEVELOPMENT= 180,786.37 SQ. FT. OR 4.15 ACRES





WELLS + ASSOCIATES

**MEMORANDUM**

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

**FROM:** Robin L. Antonucci  
William F. Johnson, P.E.  
Lester E. Adkins

**RE:** 2012-MSP-002-1/ RZ 82-P-044; 7700 Arlington Boulevard  
Transportation Proffer Compliance  
Fairfax County, Virginia

**DATE:** April 4, 2012

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This memorandum serves to follow-up a meeting held on April 3, 2012 with County planning and transportation staff and Supervisor Smyth to discuss the above referenced plan (2012-MSP-002-1) and associated proffers (RZ 82-P-044). The site is located at 7700 Arlington Boulevard and has been operating as an office use since the 1950s. Upon completion of modifications to the property per a minor site plan (MSP), the site is intended to be occupied in the near term by the Defense Health Headquarters (DHHQ) which currently leases the property. The site is accessed via two entrances: one located at the intersection of Route 50/Jaguar Trail and one located at Fairview Park Drive. As a follow-up to recent discussions with staff, the intent of this memorandum is to summarize the site owner/operator's intent to comply with the proffers associated with the property. The transportation proffers (Proffers #7, #8, and #9) read as follows:

7. Applicant agrees to provide measures set forth below in order to limit the number of site generated outbound trips during the P.M. peak hour at Jaguar Trail and Arlington Boulevard to 210 vehicles per hour. The applicant further agrees to limit the total peak hour generation the site to 650 vehicles per hour.
8. A traffic analysis shall be conducted under the direction of the applicant's transportation consultant and at the applicant's expense to determine the magnitude of total peak hour trips generated by the development, and the number of peak hour trips contributed to the outbound volume at Jaguar Trail and Arlington Boulevard during the P.M. peak hour. This analysis shall occur within 12 months of the issuance of a NON-RUP for the subject expansion.

If the number of total peak hour and/or P.M. peak hour trips cited above are shown to be exceeded, additional transportation strategies shall be developed to reduce the peak hour effect of the incremental trips to a level commensurate with the above allowable peak hour trips.

In the event that revised strategies shall be required, additional monitoring and/or analysis shall be conducted by the applicant to determine the adequacy of the revised strategies and the results submitted to the Board of Supervisors for review and approval. Additional procedures in



accord with the provisions of this proffer shall be undertaken by the applicant if requested by the Board of Supervisors.

In the event additional monitoring and/or analysis and/or revised strategies shall be required from time to time in accordance with this provision, the cost of the additional monitoring and/or analyses and/or revised strategies shall be paid for by the applicant/developer(s) of the subject property.

9. Applicant agrees to participate in the TSM as proffered by the developers of the Chiles property to aggressively encourage ride-sharing and van-pooling by tenants to reduce the traffic generated by subject development during the peak traffic periods. If participation is not possible, the applicant will provide independent measures, such as TSM strategies, as necessary to fulfill proffer number 7.

Proffer #7 establishes the overall site peak hour trip and PM peak hour outbound trip limit goals for the property. In order to determine the level of trip reductions necessary and applicable to the current tenant, a trip generation analysis was conducted using the latest 8<sup>th</sup> Edition of the Institute of Transportation Engineers (ITE) Trip Generation. As discussed at the April 3<sup>rd</sup> meeting, the current tenant is leasing 644,001 gross square feet (GSF). The trip generation analysis associated with this GSF is summarized in Table 1.

#### *Overall Site Trip Reduction Strategies*

As shown in Table 1, the site would generate 832 AM peak hour and 800 PM peak hour trips in the absence of transportation management plan (TMP) [a.k.a. TSM] strategies. As further shown in Table 1, in order to meet the goal of 650 site peak hour trips, a trip reduction of 22% from the ITE trip generation analysis would be necessary.

In furtherance of this goal, the current tenant of the site, the Defense Health Headquarters (DHHQ), has provided for trip reduction strategies in order to promote and encourage the use of transit, carpooling, and other modes to/from the site. Details on these strategies are provided in the DHHQ's Transportation Management Plan (TMP). These strategies include, but are not limited to, the following:

- A shuttle service to/from the Dunn Loring/Merrifield metrorail station. Shuttles will operate on 30-minute headways during the peak AM and PM commuting periods.
- Shuttles will also be provided to/from satellite locations including Stafford County, Bailey's Crossroads (Skyline Plaza), and the Pentagon.
- The tenant will promote carsharing/carpooling and provide parking dedicated to carpools.
- The tenant will provide bicycle racks and on-site shower amenities.
- The tenant will provide for flexible work schedules. This strategy as the goal of spreading the peak commuting period beyond a single hour.

The success of these strategies will be measured by monitoring the number of peak hour trips to/from the property as elaborated in Proffer #8 and detailed later in this memorandum. These strategies may be modified or additional strategies may be implemented, as necessary, in order to meet the site trip reduction goal established by Proffer #7.

#### *Outbound PM Peak Hour Trip Reduction Strategies at Route 50/Jaguar Trail*

Proffer #7 specifies that outbound trips at the Route 50/Jaguar Trail intersection should be limited to 210 during the PM peak hour. Assuming that the overall site trip reduction goal of 22% is met (i.e. 650

site generated peak hour trips), the total outbound trips are anticipated to be 518 during the PM peak hour. In order to meet the 210 outbound trip goal, the distribution of outbound trips would need to be 40% oriented to the Route 50 intersection and 60% oriented to the Fairview Park intersection.

In order to achieve the desired distribution of trips, the following strategies are proposed:

- Provide extensive wayfinding through a combination of signage and/or pavement markings on the property that would direct exiting site traffic to the Fairview Park intersection.
- Restrict shuttle routes to/from the site to the Fairview Park intersection only.
- Ensure that both the Route 50 and Fairview Park entrances/exits are open and operational before the current tenant occupies the site.

As stated in Proffer #8, a traffic study will be conducted to determine the efficacy of these strategies and the potential need for the enhancement of or additional strategies in order to meet the PM peak hour trip goal specified in Proffer #7.

#### *Site Trip Monitoring*

As stated in Proffer #8 and discussed at the April 3<sup>rd</sup> meeting, a study of the trips entering and exiting the property would be required within 12 months of the issuance of the non-Residential Use Permit (non-RUP). Based on the April 3<sup>rd</sup> discussion, County staff has expressed a desire for additional monitoring of site vehicle trip activity beginning at a sooner date. While understanding that occupancy by the current tenant is intended to be phased over the period of a number of months, the owner has agreed to provide a monthly trip count of the site from the start of occupancy in order to demonstrate compliance with the relevant proffers. The results of the counts will be provided to County staff for review. The intent of these monthly counts is to gauge the incremental increase in trips as the site becomes more populated and determine the efficacy of the TMP strategies as well as the strategies to divert site trips away from the Route 50/Jaguar Trail intersection. If it is determined that these strategies are not achieving the desired goal then additional strategies to reduce and limit site trip generation would be considered and/or implemented.

We trust that the information provided herein demonstrates the owner/operator of the 7700 Arlington Boulevard site's intent to comply with the relevant transportation proffers associated with RZ 82-P-044. Should you have any questions or desire additional information, please contact Will Johnson at 703.365.9262 or [wjohnson@mjwells.com](mailto:wjohnson@mjwells.com).

Table I  
 7700 Arlington Boulevard Site Plan  
 Site Trip Generation Analysis <sup>(1)</sup>

Scenario	Land Use Code	Amount	Units	GLA	AM Peak Hour		PM Peak Hour		Total
					In	Out	In	Out	
General Office Building	710	644,001			732	100	136	664	800
Transportation Management Plan (TMP) Trip Reduction		22%			(161)	(22)	(30)	(146)	(176)
			<b>Total Trips</b>		<b>571</b>	<b>78</b>	<b>106</b>	<b>518</b>	<b>624</b>

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation, 8th Edition rates/equations.

