



February 26, 2010

Michael Tambrina  
President, Ridgetop Commons HOA  
4162 Timber Log Way  
Fairfax, VA 22030

**Re: Ridgewood – Townhouse Traffic Impact Analysis**

Mr. Tambrina:

Based on our January 28th meeting with you and the other members of the Ridgetop Commons Board of Directors, we took the liberty of engaging a traffic engineer to research the impact of proposed townhouses at the Ridgewood project. We asked the Vettra Company to run trip generation computations for two scenarios: first, the project as approved with a large office component and smaller retail and residential, and second, the proposed townhouses that we have recently discussed.

I believe you will be pleasantly surprised with results of Vettra's analysis. To briefly summarize, the proposed townhouse option will greatly reduce traffic generated by this site. This is especially apparent during the morning peak hours, when there is more than a ten-fold reduction in trips when compared to the approved office. Overall, daily trips are reduced by 1880, in other words an 87% reduction in traffic from the approved condition.

I have enclosed copies of Vettra's memo and supporting analysis for the rest of the board members. We are available to attend additional Board meetings as you see fit. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "PJL".

Peter J. Olechnovich  
Project Executive  
KETTTLER Inc.

cc: Charlie Kieler, KETTTLER Inc.  
Greg Riegler, McGuire Woods LLP  
David Gill, McGuire Woods LLP  
File

# VETTRA Co. *Transportation Planning & Engineering Services*

11535 Gunner Court  
Woodbridge, Virginia 22192

Tel: 703/590-4932

Fax: 703/590-1277

Email: [vettra@aol.com](mailto:vettra@aol.com)

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February 4, 2010

*via Email*

Mr. Peter Olechnovich  
Kettler, Inc.  
1751 Pinnacle Dr.  
Suite 700  
McLean, Virginia 22102

(email) [POlechnovich@kettler.com](mailto:POlechnovich@kettler.com)

RE: **Ridgewood**  
Fairfax County, Virginia

SUBJ: **Trip Generation Computations & Comparison Evaluation**

Dear Mr. Olechnovich:

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Attached please find **Table 1** showing the following results (vehicular trips):

	<u>AM PK. HR.</u>	<u>PM PK. HR.</u>	<u>DAILY (VPD)</u>
Approved:	301	270	2,150
Proposed:	20	24	270

VPD = Vehicles Per Day

By comparing the above trip generation results, it is easily seen that the estimated (per ITE 7<sup>th</sup> edition of "Trip Generation") "proposed" site trips will only be a small fraction of the "approved" site traffic – 7% (AM), 9% (PM), & 13% (Daily).

I trust that this provides the information requested. Please feel free to call me if you have any questions.

Sincerely,  
**VETTRA Company**  
*Vernon E. Torney*

Vernon E. Torney, AICP  
Certified Planner # 8543  
President

attachment: Table 1

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## TRIP GENERATION COMPARISON

### RIDGEWOOD

#### PROPOSED DENSITIES AND TRIP RATES

Land Uses & Densities	Quantity	Unit	ITE Avg. "Adj.St." Trip Rates (7th Edition – 2003)			
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<b><u>RIDGEWOOD – APPROVED</u></b>						
<u>Office</u>						
150,000 gsf General Office building – use fitted curve equation	150.00	Kgsf	(710)	1.73	1.65	12.15
<u>Retail</u>						
5,000 gsf Specialty Retail	5.00	Kgsf	(814)	6.84 *	2.71	44.32
<u>Residential</u>						
16 du Low-rise Apartments (2 over 2's)	16	du	(221)	0.46	0.58	6.59
<b><u>RIDGEWOOD – PROPOSED</u></b>						
<u>Residential</u>						
46 du Single-family, attached homes (townhome)	46	du	(230)	0.44	0.52	5.86

**Notes:**  
 du = dwelling unit (Res.)  
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16 du Low-rise Apartments (2 over 2's)	2	6	8	6	3	9	105
<b>Total =</b>	<b>246</b>	<b>55</b>	<b>301</b>	<b>54</b>	<b>216</b>	<b>270</b>	<b>2,150</b>
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Note: All computations are automatically rounded.

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16 du Low-rise Apartments (2 over 2's)	2	6	7	6	3	9	105
<b>Total =</b>	<b>246</b>	<b>55</b>	<b>301</b>	<b>54</b>	<b>216</b>	<b>270</b>	<b>2,150</b>
<b>RIDGEWOOD – PROPOSED</b>							
<u>Residential</u>							
46 du Single-family, attached homes (townhome)	3	17	20	16	8	24	270
<b>Total =</b>	<b>3</b>	<b>17</b>	<b>20</b>	<b>16</b>	<b>8</b>	<b>24</b>	<b>270</b>

Note: All computations are automatically rounded.