



Area Plans Review  
2008-2009 North County

## A P P E N D I X :

Fairfax County Department of Transportation Comments on  
Chapter 527 Transportation Impact Analysis

Virginia Department of Transportation (VDOT) Comments on  
Chapter 527 Transportation Impact Analysis

Acreage Appendix

for

**APR# 08-III-25UP**



# County of Fairfax, Virginia

## MEMORANDUM

**DATE:** November 13, 2009

**TO:** Faheem Darab  
Policy and Plan Development Branch, FCDPZ

**FROM:** Leonard Wolfenstein, Chief  
Transportation Planning Section, TPD, FCDOT *L. Wolfenstein*

**SUBJECT:** North County APR #08-III-25UP, Reston Hospital

The Fairfax County Department of Transportation (FCDOT) offers the following comments regarding the traffic impact study submitted per the Chapter 527 requirements regarding the proposed changes to the Comprehensive Plan indicated in the subject Area Plan Review (APR) nomination. VDOT has prepared comments, which have been acknowledged in this memo and are attached to the final staff report. FCDOT's comments are as follows:

### Current Comprehensive Plan Guidelines and Background Information

- Many of the road improvements identified on the Fairfax County Transportation Plan Map have been constructed in the immediate area around the nomination. The only road improvements that have not been constructed in the immediate area analyzed in the traffic study are widening of the Fairfax County Parkway to six lanes north of Baron Cameron Avenue, widening of Reston Parkway to six lanes from Baron Cameron Avenue to Sunrise Valley Drive, and improving the interchange at Baron Cameron Avenue and the Fairfax County Parkway.
- Due to the site's close proximity to the Reston Town Center and future construction of the Reston Parkway Metrorail station, additional connections other than vehicular should be promoted. An integration of the site with pedestrian, bicycle, and W&OD regional trail systems should be explored for enhancement where possible.
- The site is served directly by Fairfax Connector RIBS Routes 1 and 3 that enter the site. Fairfax Connector Route 950 also serves the site but it runs along Town Center Parkway, which is just outside the site. RIBS Routes 1 and 3 provide service every 30 minutes during the PM and AM peak period as well as during the day on Saturdays. Service is provided by these routes every 60 minutes during the midday and evenings on weekdays as well as on Sundays. RIBS Routes 1 and 3 provide direct service to the Reston Town Center Transit Station. Route 950 provides service every 30 minutes during the weekdays, Saturdays, and Sundays to the West Falls Church Metrorail station and the Herndon-Monroe Park and Ride. The County has a Draft Transit Development Plan (TDP), which is a comprehensive 10-year plan for bus service (Fairfax Connector and Metrobus) throughout the entire County. The draft plan recommends increased service

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frequency on RIBS Routes 1 and 3 to every 15 minutes in the weekday peak period, every 30 minutes in the midday and evening, and to every 30 minutes on Sundays. The expansion of the service is recommended after Phase 2 of the Dulles Metrorail expansion; however, funding would have to be found for such service improvements. Route 950 would have no change in headway but the route would be altered to be more of a circulator within Reston and would not extend down to the West Falls Church Metrorail station. Route 566a/b is recommended to be put back into service and would provide service to the hospital along Town Center Parkway.

**Traffic Impact Analysis Results from the 25UP Traffic Study  
 (Includes FCDOT Comments)**

- No trip reductions are assumed in the traffic impact analysis. However, FCDOT does recognize that trip reductions can be realized with the close proximity of the hospital to the Reston Town Center, the extensive bus service that exists in and around the site, the increase in bus service, and with the future Reston Parkway Metrorail station.
- Tables 1 and 2 below outline intersection level of service and road segment congestion, for the proposed density. All 2030 values assume build-out of the Constrained Long Range Plan (CLRP) transportation network.

**Table 1  
 Intersection Level of Service (LOS) – With the Proposed Density of 1.0 FAR**

#	Intersection	2008 Existing	2030 Comp Plan	2030 with 1.0 FAR	2030 with mitigation
(1)	Town Center Parkway/ Baron Cameron Avenue	AM - C PM - C	AM - C PM - E	AM - C PM - E	N/A N/A
(2)	Town Center Parkway/ Town Center Drive	AM - B PM - C	AM - B PM - C	AM - C PM - D	N/A N/A
(3)	Fairfax County Parkway/ New Dominion Parkway	AM - C PM - C	AM - D PM - D	AM - D PM - D	N/A N/A
(4)	Town Center Drive/ New Dominion Parkway * (1)	AM - N/A PM - N/A	AM - N/A PM - N/A	AM - N/A PM - N/A	AM - C PM - D
(5)	Fairfax County Parkway/ Baron Cameron Avenue	AM - C PM - C	AM - C PM - C	AM - C PM - C	N/A N/A
(6)	Town Center Parkway/ New Dominion Parkway	AM - C PM - B	AM - C PM - C	AM - C PM - C	N/A N/A
(7)	Reston Parkway/ New Dominion Parkway	AM - D PM - D	AM - D PM - D	AM - D PM - D	N/A N/A

\* Non-signalized intersection

(1) Install a traffic signal

- The footnote under Table 1 is a suggested improvement from the nominator. It has not been factored into the analysis and is meant to serve as suggested mitigation measure. Implementation of this recommendation could possibly improve the intersection level of service but it would need to be evaluated with a more detailed traffic analysis at rezoning.
- Two intersections would have an unacceptable level of service under the 2030 background conditions. One of the intersections (Town Center Drive and New Dominion Parkway) is located at one of the hospital's two entrances and is failing in the AM and PM peak hour. The other intersection with an unacceptable level of service in the PM peak hour only is at Baron Cameron and Town Center Parkway. The table above indicates that the proposed increase in FAR does not degrade any intersection to an unacceptable level of service and the intersection with a level of service E (Baron Cameron and Town Center Parkway) is not made any worse with this proposed density increase. The mitigation proposed by the hospital at Town Center Drive and New Dominion Parkway is to install a signal. The study indicates that with the installation of this signal, the intersection would have an acceptable level of service. This mitigation will be discussed in further detail in the recommendations section.

**Table 2**  
**2030 Link Analysis – With the Proposed Density of 1.0 FAR**

Roadway	Section	AM/PM Peak Hour	Existing	2030 Comp Plan V/C Ratio	2030 w/ 1.0 FAR V/C Ratio
NB Fairfax County Pkwy	North of New Dominion Pkwy	AM	0.18	0.19	0.19
SB Fairfax County Pkwy	North of New Dominion Pkwy	AM	0.60	0.62	0.63
EB New Dominion Pkwy	East of Fairfax County Pkwy	AM	1.14	1.34	1.49
WB New Dominion Pkwy	East of Fairfax County Pkwy	AM	0.36	0.61	0.66
EB New Dominion Pkwy	East of Town Center Pkwy	AM	0.89	1.25	1.28
WB New Dominion Pkwy	East of Town Center Pkwy	AM	0.32	0.57	0.64
NB Town Center Pkwy	South of Baron Cameron Ave	AM	0.14	0.36	0.39
SB Town Center Pkwy	South of Baron Cameron Ave	AM	0.40	0.62	0.70
EB Baron Cameron Ave	East of Town Center Pkwy	AM	0.43	0.56	0.57
WB Baron Cameron Ave	East of Town Center Pkwy	AM	0.25	0.33	0.34
NB Fairfax County Pkwy	North of New Dominion Pkwy	PM	0.51	0.55	0.56
SB Fairfax County Pkwy	North of New Dominion Pkwy	PM	0.25	0.28	0.29
EB New Dominion Pkwy	East of Fairfax County Pkwy	PM	0.41	0.67	0.72
WB New Dominion Pkwy	East of Fairfax County Pkwy	PM	0.85	1.21	1.33
EB New Dominion Pkwy	East of Town Center Pkwy	PM	0.45	0.77	0.83
WB New Dominion Pkwy	East of Town Center Pkwy	PM	0.61	0.86	0.89
NB Town Center Pkwy	South of Baron Cameron Ave	PM	0.36	0.59	0.67
SB Town Center Pkwy	South of Baron Cameron Ave	PM	0.24	0.42	0.46
EB Baron Cameron Ave	East of Town Center Pkwy	PM	0.50	0.61	0.63
WB Baron Cameron Ave	East of Town Center Pkwy	PM	0.37	0.50	0.51

- FCDOT requested that the nominator provide a link capacity analysis on the road segments shown in Table 2. A volume to capacity ratio above 1.0 means that the roads are saturated with vehicles. The link analysis shows that two of ten links in the AM peak hour and one of ten links in the PM peak hour experience a v/c ratio above 1.0. New Dominion Parkway does experience a significantly high v/c ratio on the eastbound approach in the AM and PM peak hour and may possibly need to be widened from two to three lanes.
- The nominator suggested reclassifying New Dominion Parkway from a collector to a minor arterial type B as a mitigation measure. FCDOT agrees with the following comment from VDOT's August 24, 2009 memorandum, which states:
  - "The applicant proposed to reclassify New Dominion Parkway from a collector to a minor arterial. This is not a true mitigation measure. The recommendations to reclassify the roadway for future analysis have no justification. This unsupported assumption allows the analysis to show better than actual conditions simply by using a higher theoretical roadway capacity without bringing about any practical improvements. Any roadway reclassification would require approval from FHWA, State, and County."
- VDOT's memorandum dated August 24, 2009 provides additional technical information regarding the traffic impact analysis conducted for this APR nomination.

## **RECOMMENDATIONS**

- The nominator proposes a signal at Town Center Drive and New Dominion Parkway as a mitigation measure. A signal warrant study would be required before a signal can be installed.
- Additionally, the installation of a signal could have other negative effects on the roadway network. The signal could create queuing problems for traffic heading westbound on New Dominion Parkway, which could cause traffic to spillback into the intersection of Town Center Parkway and New Dominion Parkway. The signal could also impact eastbound New Dominion Parkway at the intersection of the Fairfax County Parkway and New Dominion Parkway. The signal could cause traffic turning right from the Fairfax County Parkway to New Dominion Parkway to back up on the Fairfax County Parkway, which would not be acceptable because of safety and operational impacts.
- Intersection improvements, other than just a signal, should be explored with a more detailed traffic impact analysis at the time of rezoning.
- The link analysis indicated that a third lane on eastbound New Dominion Parkway should be explored for possible implementation. Although there could be right-of-way constraints, the option of a third lane should be looked at with a more detailed traffic analysis, especially if a signal is installed at Town Center Drive and New Dominion

Parkway. Right-of-way does exist on the nominator's side of the road should the lane be needed after further analysis is conducted.

- The location of the parking garages adjacent to New Dominion Parkway and Town Center Parkway should be reexamined for possible relocation to the Fairfax County Parkway side of the hospital. Potential conflicts between pedestrians/bicycles and vehicles could arise because of where they would enter the site and where the garages are conceptually shown. Additionally, as expansion occurs a network of pedestrian and bicycles trails should be developed on site and integrated with the larger area, including the regional trails.
- A TDM program must also be established and include FCDOT-approved TDM measures. Fairfax County's Draft Transit Development Plan (TDP) shows enhanced bus services though the site as well as adjacent to the site connecting directly to the Reston Parkway and Herndon-Monroe Metrorail stations. The nominator should contribute to the increase headways on Fairfax Connector Routes RIBS 1 and 3, and the reinstatement of Route 566 a/b.

Please contact Mike Garcia at [Michael.Garcia3@fairfaxcounty.gov](mailto:Michael.Garcia3@fairfaxcounty.gov) or 703-877-5673 should you need further information or clarification of these comments.

cc: Dan Rathbone, FCDOT  
Angela Rodeheaver, FCDOT  
Mike Garcia, FCDOT



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.  
COMMISSIONER

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

August 24, 2009

Mr. Nicholas Perfili  
Transportation Planning Section  
Fairfax County DOT  
12055 Government Center Parkway  
Fairfax, VA 22035

Re: North County APR Nomination - Reston Hospital

Dear Mr. Perfili:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the proposed Comprehensive Plan Amendment (CPA) was submitted to the Virginia Department of Transportation (VDOT) for review on 7/24/09. It was anticipated the plan amendment would create a substantial impact or change to the existing transportation network of state highways.

We have evaluated the CPA and prepared a report and written comments on the results of the evaluation. The report presents a summary of our key findings as well as detailed comments on the future transportation improvements that will be needed to support the current and planned development of the locality.

Our report is attached to assist the Planning Director, the Planning Commission and the Board of County Supervisors in the decision making process regarding the Comprehensive Plan Amendment.

It is asked you arrange to have the VDOT's comments included in the official public records, and to have both this letter and the VDOT report placed in the official file for the subject rezoning. VDOT will make these documents available to the public through various means, including future posting them to the VDOT website.

Please contact me if you have any further questions regarding this report.

Sincerely,

A handwritten signature in black ink that reads 'Noreen H. Maloney'.

Noreen H. Maloney  
Transportation Engineer

Enclosure

# EVALUATION REPORT OF North County APR Nomination 08-III-25UP TRAFFIC IMPACT ANALYSIS

## **Summary of the Key Findings:**

This study is prepared in conjunction with the comprehensive plan amendment for the development of the 31.65-acre site. The subject site is located in the northeast corner of the intersection of Fairfax County Parkway and New Dominion Parkway. The current comprehensive plan calls for approximately 980,000 SF for hospital and medical offices uses and the amendment proposes raising the maximum allowable square footage to a total of approximately 1,375,000 SF. The amendment also proposes a development split of 50% hospital and 50% medical office, or 687,500 SF for each use. The proposed development will generate more trips than the current 550 trips during the weekday afternoon hour, and about 10,076 trips during a typical weekday for the horizon year 2030. Access to the proposed development will be provided from New Dominion Parkway, Town Center Parkway and Town Center Drive.

## **Accuracy of the Traffic Impact Analysis:**

The methodologies and assumptions used in the traffic impact analysis are based upon the results of a scope of work meeting held only between the Fairfax County and consultants. The following are the comments for the traffic impact analysis.

1. It is noted that the warrant analysis in Appendix K is based on one lane minor approach while Figure 5 and other figures show the approach with two south bound lanes. However, the revised analysis will not have any impact on the conclusions.
2. It is noted that a MUTCD peak hour analysis is usually performed when the intersection is not a new intersection. Refer to the Note #2 at the bottom of the EADT warrant analysis page in Appendix K. Again, the MUTCD analysis will not have any impact on the conclusions.

## **Comments on the Recommended Improvements:**

1. The proposed signal would be 800' and 650' from the existing traffic signals on New Dominion Parkway at Fairfax County Parkway and at Town Center Parkway respectively. This spacing may not meet the signal spacing standards according to the access management standards effective October 2009.

## **Additional VDOT Recommendations/Comments:**

1. Although a signal is intuitively warranted based on weekday PM and Saturday peak hour traffic at the study intersection of New Dominion Parkway and Town Center Drive; however, we recommend that a signal warrant study be re-examined no earlier than one year prior to build out of the project. Signal warrant study needs to be provided in a separate booklet and alternatives other than a traffic signal should be provided in the study. As of July 1, 2009, all warrant studies should be signed and sealed by a professional engineer registered in the Commonwealth of Virginia.

## **Conclusions:**

In general, the TIA is found acceptable.

**Review of Traffic Impact Study for North County APR Nomination #08-III-25UP – Reston Hospital  
Fairfax County, Virginia**

**Introduction / Background:**

- Report presented the findings of a TIA for the proposed Area Plans Review (APR) Nomination Item 08-III-25UP located in Fairfax County.
- This site is located in the northeast quadrant of the intersection of Fairfax County Parkway and New Dominion Parkway. The subject property is located within Planning Area III, Upper Potomac Planning District – Land Unit D-1 of the County’s Comprehensive Plan. The proposed development is located in close vicinity of major roadways such as Baron Cameron Avenue and Fairfax County Parkway.
- Current Comprehensive Plan calls for approximately 980,000 SF for hospital and medical offices uses, or an FAR of 0.7.
- This nomination proposes 50-50 split development of 1,375,000 SF or FAR of 1.0 for hospital and medical offices.
- Fairfax County Staff have had direct input into the study. Fairfax County Long Range travel demand model (2030) projected volumes were used for link and intersection capacity analyses and computed traffic distribution. This model has been used for other studies such as Tysons Corner Area.

**Study:**

- Existing traffic counts were collected on Wednesday, May 7, 2008 and on Thursday, October 9, 2008.
- The study area consists of seven existing and future intersections within the vicinity of the project site.
- The following intersections were identified for inclusion in this study:

- 1) Baron Cameron Avenue (Route 606) with Town Center Parkway
  - 2) Town Center Parkway with Town Center Drive and Bowman Town Drive
  - 3) Fairfax County Parkway (Route 7100) and New Dominion Parkway
  - 4) New Dominion Parkway and Town Center Drive
  - 5) Fairfax County Parkway (Route 7100) and Elden Street
  - 6) Town Center Parkway with New Dominion Parkway
  - 7) New Dominion Parkway and Reston Parkway
- 

- Fairfax County 2030 Model utilized for forecasting procedure which has been used in other studies such as Tysons Area. VDOT has been involved in reviewing this model and finds it in compliance with MWCOG modeling process and a good tool for use in this type of studies.
- The current plan is forecasted to produce 26,978 daily trips in horizon year of 2030. (ITE Code of 610 and 720 for hospital and medical office building, respectively – Verified).
- This nomination is forecasted to produce 37,054 daily trips in horizon year of 2030. (ITE Code of 610 and 720 for hospital and medical office building, respectively – Verified).
- Therefore, the proposal would produce 10,076 additional daily trips when compared to the existing comprehensive plan.
- This nomination increases peak hour volume by 626 in AM and 550 in PM peak hour.
- Trip distribution was based on input from Fairfax County Staff. The trip percentages used in report are in line with land use growth and developments surrounding the site.

**Findings:**

- Intersections delay increases (both AM & PM) under the proposed nomination but LOS remains the same. The most increased in delay is projected to be at the intersection of New Dominion Parkway and Fairfax County Parkway during AM Peak hour. This intersection will experience 44% increase in delay during AM Peak Hour and 34% increase in delay during PM Pak Hour (highlighted in yellow). Tables 4A & 6A of the report have summarized the intersection delays and LOS under current comp. plan and

the nomination, respectively and are shown below. The proposed nomination is considering a new signal installed at the intersection of New Dominion Parkway and Town Center Parkway. This is the only physical mitigation proposed by the applicant. A signal warrant analysis is required for any new proposed signal.

**Table 4A: Future Conditions with Existing Comp Plan (2030) Intersection Capacity Analysis**

Int #	Intersection Name	Future Conditions with Existing Comprehensive Plan (2030)			
		AM Peak Hour		PM Peak Hour	
		LOS	Delay	LOS	Delay
1	Baron Cameron Avenue and Town Center Parkway/Bennington Woods Drive	C	28.0	E	62.6
2	Town Center Parkway and Town Center Drive	B	19.1	C	29.1
3	New Dominion Parkway and Fairfax County Parkway	D	38.1	D	38.7
4	New Dominion Parkway and Town Center Drive	N/A*	N/A*	N/A*	N/A*
5	Baron Cameron Avenue/Elden Street and Fairfax County Parkway	C	23.1	C	25.0
6	New Dominion Parkway and Town Center Parkway	C	28.0	C	23.3
7	New Dominion Parkway and Reston Parkway	D	51.4	D	47.6

\*The Synchro analysis does not provide overall LOS and delay for unsignalized intersections. However, LOS and delay calculations by approach show failing side street operation during the AM and PM peak hour. Detailed results are included in the technical appendix.

**Table 6A: Future Conditions with Nominated Land Use (2030) Intersection Capacity Analysis**

Int #	Intersection Name	Future with Nominated Conditions (2030)			
		AM Peak Hour		PM Peak Hour	
		LOS	Delay	LOS	Delay
1	Baron Cameron Avenue and Town Center Parkway/Bennington Woods Drive	C	29.5	E	67.6
2	Town Center Parkway and Town Center Drive	C	21.9	D	38.7
3	New Dominion Parkway and Fairfax County Parkway	D	54.9	D	51.8
4	New Dominion Parkway and Town Center Drive	N/A*	N/A*	N/A*	N/A*
	<b>Mitigation: Install Traffic Signal</b>	<b>C</b>	<b>25.7</b>	<b>D</b>	<b>41.9</b>
5	Baron Cameron Avenue/Elden Street and Fairfax County Parkway	C	23.5	C	25.2
6	New Dominion Parkway and Town Center Parkway	C	28.9	C	23.8
7	New Dominion Parkway and Reston Parkway	D	53.2	D	48.3

\*The Synchro analysis does not provide overall LOS and delay for unsignalized intersections. However, LOS and delay calculations by approach show failing side street operation during the AM and PM peak hour. Detailed results are included in the technical appendix.

- **Link Capacity Analysis.** Except for New Dominion Parkway all other roadways operate at an acceptable LOS during AM/PM Peak Hours. Tables 4B & 6B of the report (shown below) show the link capacity analysis under current comp. plan and the proposed nomination, respectively. Table 6B assumes “reclassification” of the New Dominion Parkway as a mitigation measure. Link capacity analysis of New Dominion Parkway East of Fairfax County Parkway, as shown in the table, reveals more than 10% deterioration between existing Comp. Plan conditions and the nomination in V/C during both peak periods.
- This nomination will increase the delay at the intersection of New Dominion Parkway with Fairfax County Parkway by as much as 31.7 seconds in AM peak hour and 30 seconds in PM peak hour comparing to the existing conditions of 2008. However, the existing Comp Plan will increase the same delays by as much as 14.9 seconds in the AM and 16.9 Seconds in the PM.

**Table 4B: Future Conditions with Existing Comp Plan (2030) Link Capacity Analysis**

Roadway	Link Segment	Future Conditions with Existing Comprehensive Plan (2030)					
		AM Peak Hour		PM Peak Hour		Daily	
		V/C	LOS	V/C	LOS	V/C	LOS
Fairfax County Parkway	North of New Dominion Parkway						
	Northbound (4-lane, Principal Arterial)	0.19	D or better	0.55	D or better	0.05	A
	Southbound (4-lane, Principal Arterial)	0.62	D or better	0.28	D or better		
New Dominion Parkway	East of Fairfax County Parkway						
	Eastbound (2-lane, collector)	1.34	F	0.67	D or better	0.22	C
	Westbound (2-lane, collector)	0.61	D or better	1.21	F		
New Dominion Parkway	East of Town Center Parkway						
	Eastbound (2-lane, collector)	1.25	F	0.77	D or better	0.19	C
	Westbound (2-lane, collector)	0.57	D or better	0.86	E		
Town Center Parkway	South of Baron Cameron Avenue						
	Northbound (2-lane, collector)	0.36	D or better	0.59	D or better	0.12	C
	Southbound (2-lane, collector)	0.62	D or better	0.42	D or better		
Baron Cameron Avenue	East of Town Center Parkway						
	Eastbound (2-lane, minor arterial A)	0.56	D or better	0.61	D or better	0.14	A
	Westbound (2-lane, minor arterial A)	0.33	D or better	0.50	D or better		

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**Table 6B: Future Conditions with Nominated Land Use (2030) Link Capacity Analysis**

Roadway	Link Segment	Future with Nominated Conditions (2030)					
		AM Peak Hour		PM Peak Hour		Daily	
		V/C	LOS	V/C	LOS	V/C	LOS
Fairfax County Parkway	North of New Dominion Parkway						
	Northbound (4-lane, Principal Arterial)	0.19	D or better	0.56	D or better	0.05	A
	Southbound (4-lane, Principal Arterial)	0.63	D or better	0.29	D or better		
New Dominion Parkway	East of Fairfax County Parkway						
	Eastbound (2-lane, collector)	1.49	F	0.72	D or better	0.24	C
	Westbound (2-lane, collector)	0.66	D or better	1.33	F		
New Dominion Parkway	East of Fairfax County Parkway						
	Eastbound (2-lane, minor arterial B)	0.99	E	0.48	D or better	0.16	B
	Westbound (2-lane, minor arterial B)	0.44	D or better	0.89	E		
New Dominion Parkway	East of Town Center Parkway						
	Eastbound (2-lane, collector)	1.28	F	0.83	D or better	0.20	C
	Westbound (2-lane, collector)	0.64	D or better	0.89	E		
New Dominion Parkway	East of Town Center Parkway						
	Eastbound (2-lane, minor arterial B)	0.55	E	0.55	D or better	0.13	B
	Westbound (2-lane, minor arterial B)	0.43	D or better	0.59	D or better		
Town Center Parkway	South of Baron Cameron Avenue						
	Northbound (2-lane, collector)	0.39	D or better	0.67	D or better	0.13	C
	Southbound (2-lane, collector)	0.70	D or better	0.46	D or better		
Baron Cameron Avenue	East of Town Center Parkway						
	Eastbound (2-lane, minor arterial A)	0.57	D or better	0.63	D or better	0.14	A
	Westbound (2-lane, minor arterial A)	0.34	D or better	0.51	D or better		

**Mitigations:**

- The applicant proposed to provide signal at the intersection of New Dominion Parkway and Town Center Drive (as mentioned a signal warrant study is required before implementing).
- The applicant proposed to reclassify New Dominion Parkway from collector to a minor arterial. As mentioned, this is not a true mitigation measure. The recommendations to reclassify the roadway for future analysis have no justification. This unsupported assumption allows the analysis to show better than actual conditions simply by using a higher **theoretical** roadway capacity without bringing about any practical improvements. Any roadway reclassification would require approval from FHWA, State, and County.
- In addition, we recommend the applicant consider alternative ways to reduce peak hour trips such as a strong employee-sponsored program to encourage public transit use, and support for bus/shuttle transit.

**Note about “Figure 1: Development Levels”**

The nominated area is approximately 30 acres in size. In researching this site, information regarding the nominated land area varied. The pending zoning case’s zoning plat (RZ 2009-HM-014) indicates 31.65 acres according to a certified land surveyor. The previously approved zoning case indicates 32.54 acres and Department of Tax Administration (DTA) data indicates 30.44 acres. The difference in acreage between the zoning cases is due to areas that were dedicated for public right-of-way and subsequently are not included in the site’s acreage. The difference in acreage between DTA data and the zoning cases is due to the multiple condominium parcels within the nominated areas. For the purpose of performing transportation impact analysis of the nominated 1.0 FAR, staff and the nominator agreed upon an area of 30.44 acres to determine the square feet of potential development to analyze. This acreage was a result of using DTA parcel acreage totals plus the calculated common areas of the condominium parcels.