



County of Fairfax, Virginia

MEMORANDUM

DATE: April 7, 2011

TO: Bernard Suchicital
Policy and Plan Development Branch, FCDPZ

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

SUBJECT: South County APR #09-I-2L, Plaza 500

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. The Virginia Department of Transportation (VDOT) has transmitted comments which are attached to the final staff report. The City of Alexandria has also provided comments and they are acknowledged where appropriate. FCDOT comments are as follows:

Current Comprehensive Plan Guidelines and Background Information

- The collector and local road network in the vicinity of the nominated site has been constructed according to the Transportation Plan Map and no further improvements are planned at this time. There are two major improvements identified on the Transportation Plan Map in the vicinity of the nominated area: an interchange improvement at I-395 and Edsall Road and the widening of I-395 to nine lanes with three reversible High Occupancy Toll (HOT) lanes. However, no interchange improvements are planned at this time, and the HOT lanes project is currently planned to terminate in the vicinity of Edsall Road.
- The Washington Metropolitan Area Transit Authority (WMATA), Alexandria Transit Company DASH, and Fairfax Connector provide service proximate and adjacent to the site. WMATA bus routes 18E and 18F provide service along Edsall Road every 30 minutes during the morning and afternoon peak periods; however, the ultimate destination for the bus routes is the Pentagon Metrorail station. WMATA bus routes 21A and 21D provide service along Yoakum Parkway and Edsall Road to the northeast of the site and 25B provides service along S. Van Dorn Street between the Van Dorn Metrorail station and Ballston Metrorail station. The headways for these routes are approximately every 30 minutes during the morning and afternoon peak periods. DASH routes AT1, 5, 7, and 8 provide service to the east of site mainly along S. Van Dorn Street approximately every 30 minutes during the morning and afternoon peak periods. Fairfax Connector routes 321 and 322 operate along Edsall Road adjacent to the site and provide service every 30 minutes during the morning and afternoon peak periods. The County has a

Transit Development Plan (TDP), which is a comprehensive 10-year plan for bus service (Fairfax Connector and WMATA Metrobus) throughout the entire County. The plan recommends increasing the headways for Fairfax Connector routes 321 and 322 for the morning and afternoon peak periods to every 20 minutes and adding midday, evening, and weekend service.

- The Plaza 500 property has two points of ingress/egress. The first is on the north side of the property with access to Edsall Road. The second is on the east side of the property where S. Pickett Street starts in the City of Alexandria. There is an informal connection between the driveway on the north at Edsall Road and the driveway on the east at S. Pickett Street that allows for vehicles to drive through the site. The walking distance to the Van Dorn Metrorail Station from the east driveway (via S. Pickett Street, S. Van Dorn Street, and Eisenhower Avenue) is approximately a mile or a 20 minute walk. The walk requires pedestrians to cross S. Van Dorn Street at S. Pickett Street as a sidewalk only exists on the west side of S. Van Dorn Street.

Proposed Land Use and Density for Nomination 2L

Table 1
Current Comprehensive Plan Land Use and Proposed Changes

Land Use	Existing Development	Comp Plan (0.5 FAR)	Proposed 1.65 FAR	Alternative* 1.54 FAR
Industrial	511,000	744,004	0	0
Office (sq. ft.)			736,000	650,000
Retail (sq. ft.)			14,000	14,000
Residential (units)			1,394	1,357
Hotel (rooms)			300	260
Total Sq. Ft.	511,000	744,004	2,455,213	2,291,532

*Alternative reduces office by 86,000 square feet, residential by 40 units, and hotel by 40 rooms.

- The table above shows the proposed changes to the Comprehensive Plan for the nominated area. The applicant had originally proposed a mix of uses at a 1.85 FAR; however, the intensity was reduced when the traffic study was submitted. The nominator has now proposed a maximum development potential of 1.65 FAR and a lower alternative scenario of 1.54 FAR.

Trip Reductions Assumed for the 2L Traffic Study

- Vehicle trip estimates are generated using standard rates from the Institute of Traffic Engineers (ITE). These trip estimates are based on the premise of single-use, free standing sites, with access occurring via an automobile. In order to account for reductions in vehicle trips that could occur because of the nature of the proposed development and other factors, the study included vehicular trip reductions due to synergy between various

land uses, transit and non-auto trips, retail pass-by, and Transportation Demand Management (TDM) strategies. All of these measures are used to reduce the amount of forecasted vehicle traffic, especially Single Occupancy Vehicle (SOV) traffic, on the roadway and are based on standards from ITE and VDOT, a TDM study from the County, and general knowledge of the area.

Table 2
Trip Reductions by Land Use Type and Density – PM Peak Hour
 Trip Reductions Assumed due to Proposed Uses and Existing Transit

Land Use	Comp Plan 0.5 FAR	Proposed 1.65 FAR	Alternative 1.54 FAR
Retail Total	0.0%	25.0%	25.0%
Office Total	0.0%	7.0%	7.0%
Hotel Total	0.0%	10.0%	10.0%
Residential Total	0.0%	6.0%	6.0%
Total Development Reductions	0.0%	8.0%	8.0%

Note 1: Do not sum the columns as reductions are taken from whole numbers

Note 2: Reductions apply to new development only as the existing industrial use would have negligible trip reductions and any that do exist should already be in the background vehicle growth.

Table 3
Trip Reductions by Land Use Type and Density – PM Peak Hour
 Trip Reductions Assumed with Mitigation (Enhanced TDM Program)

Land Use	Comp Plan 0.5 FAR	Proposed 1.65 FAR	Alternative 1.54 FAR
Retail Total	0.0%	25.0%	25.0%
Office Total	0.0%	14.0%	14.0%
Hotel Total	0.0%	11.0%	11.0%
Residential Total	0.0%	23.0%	23.0%
Total Development Reductions	0.0%	18.0%	19.0%

Note 1: Do not sum the columns as reductions are taken from whole numbers

Note 2: Reductions apply to new development only as the existing industrial use would have negligible trip reductions and any that do exist should already be in the background vehicle growth.

- The reductions shown above in Table 2 reflect what was agreed upon prior to the transportation study being submitted to the County except for the TDM reductions. TDM

is a program that the developer/land owner submits to the County. A TDM program including trip reductions can vary depending on a site and the types of land uses being proposed; therefore, it was stated during the scoping process that the nominator could suggest TDM reductions, which are shown in Table 3. FCDOT evaluated these for reasonableness; however, it should be noted that the TDM program is agreed upon at rezoning.

Traffic Impact Analysis Results from the 2L Traffic Study

- Tables 4-7 below outline intersection level of service (LOS), road segment congestion, and total trips for the proposed density increase of 1.65 FAR and an alternative lower density increase of 1.54 FAR. All 2030 values assume projects identified for completion by 2030 in the Metropolitan Washington Area Council of Governments' Constrained Long Range Plan (CLRP) transportation network to be in place. The CLRP is a financially constrained plan that contains regionally significant transportation projects that the Transportation Planning Board (TPB) realistically anticipates to be implemented between 2010 and 2040. Not all of the improvements identified in the County's Transportation Plan Map are in the CLRP. This can be due to a multitude of factors such as growth, need, and even fiscal constraints. However, the High Occupancy Toll (HOT) Lanes on I-395 identified on the County's Transportation Plan Map, but have been modified to end in the vicinity of Edsall Road, are in the CLRP. Additionally, the City of Alexandria noted in their comments to Fairfax County that the Landmark Van Dorn Corridor Plan calls for S. Van Dorn Street to be widened from four to six lanes with exclusive transit lanes; however, this was not reflected in the study as it is not an identified improvement in the CLRP.
- The sub bullets under Table 4 are suggested improvements in the traffic study submitted by the nominator. The two columns on the far right show the intersection level of service at each intersection for the two proposed densities when all the improvements have been factored into the analysis. An acceptable level of service, as defined by County Policy, is an overall LOS of D or better. Due to road improvement constraints, achieving a LOS D at each intersection may be difficult because adding additional lanes or providing additional turn lanes at intersections is often problematic. The improvements identified by the nominator as mitigation measures would need to be evaluated with a more detailed traffic analysis at rezoning. However, they are meant to show that the intersection, if it is failing or being impacted by the proposed increase in density, can be improved if certain physical and non-physical mitigation measures are implemented.

Table 4
2030 Intersection Level of Service (LOS) – Proposed Densities of 1.65 FAR and 1.54 FAR

#	Intersection	2010 Existing	Comp Plan (0.50 FAR)	Proposed 1.65 FAR No Mitigation	Proposed 1.65 FAR With Mitigation	Proposed 1.54 FAR With Mitigation
1	Bren Mar Drive/ Edsall Road	AM - B PM - C	AM - C PM - D	AM - C PM - E	AM - C PM - E	AM - C PM - E
2	Bloomfield Drive/ Edsall Road	AM - A PM - A	AM - B PM - A	AM - C PM - B	AM - C PM - B	AM - C PM - B
3	Beryl Road/ Edsall Road	AM - A PM - A	AM - B PM - A	AM - C PM - B	AM - C PM - B	AM - C PM - B
4	Winterview Drive/Site (1) Edsall Road	AM - B PM - C	AM - C PM - C	AM - F PM - D	AM - F PM - C	AM - F PM - C
5	S. Van Dorn Street/ Edsall Road (In City of Alexandria)	AM - D PM - D	AM - F PM - E	AM - F PM - E	AM - F PM - E	AM - F PM - E
6	S. Van Dorn Street/ S. Pickett Street (2) (In City of Alexandria)	AM - C PM - D	AM - E PM - F	AM - F PM - F	AM - F PM - F	AM - F PM - F
7	S. Van Dorn Street/ Eisenhower Avenue (In City of Alexandria)	AM - D PM - D	AM - F PM - D	AM - F PM - E	AM - F PM - D	AM - F PM - D

Recommended Improvements from the Nominator:

** TDM Program; Signal priority system on S. Van Dorn Street for transit vehicles

- (1) Add NB right turn lane on the site driveway
- (2) Restripe EB S. Pickett Street to have a left turn; shared left-through, and right turn lane

- Three of the seven intersections analyzed in the study are within the City of Alexandria and they are the intersections along S. Van Dorn Street. Based on the traffic study all seven intersections currently (existing) operate with an acceptable level of service (LOS), which is based on Fairfax County's Policy of an acceptable LOS D or better. It should be noted that while an intersection may have an overall acceptable LOS, some individual movements such as a left turn lane may not be operating acceptably.
- Under the current Comprehensive Plan, three intersections would not operate with an acceptable LOS during the morning peak period and two during the evening peak period. The three unacceptable intersections are located in the City Alexandria. The main entry point to the site from Fairfax County is Winterview Drive and Edsall Road and it would operate within an acceptable level of service (LOS) under the current Comprehensive Plan. The other main ingress/egress to the site is from S. Pickett Street, which is within the City of Alexandria limits. Pickett Street connects the eastern edge of the site to S. Van Dorn Street. The intersection at S. Van Dorn Street and S. Pickett Street would be at an unacceptable level of service under the current Comprehensive Plan and further deteriorates with either of the proposed densities. The following is a break down of the intersections that do not achieve an acceptable LOS including the problem movement(s) at each intersection after mitigation, as proposed by the nominator:

- Bren Mar Drive/Edsall Road: This intersection falls to a LOS E in the PM because of a heavy amount of through traffic heading east on Edsall Road. This is the first intersection impacted by vehicles either coming from or heading to I-395. The proposed density exacerbates through movement from eastbound Edsall Road and could lead to queuing issues on the I-395 northbound off ramp and possibly the I-395 southbound off ramp. A TDM program is proposed as the mitigation measure at this intersection.
- Winterview Drive/Site/Edsall Road: This is the main ingress/egress for vehicles leaving the site to head west towards I-395 via Edsall Road or east on Edsall Road to S. Van Dorn Street. The intersection operates acceptably under the current Comprehensive Plan but fails during the AM peak period under proposed density. The study proposes to add a northbound right turn lane at the intersection. While this improvement along with a TDM program does improve the intersection, it still continues to fail during the morning peak hour. The major vehicular movement that is causing the intersection to fail is the eastbound through-right. When this is compared to the eastbound through-right movement under the current Comprehensive Plan, which operates acceptably, the study shows that the problem is vehicles turning right into the site. A separate eastbound right turn lane might alleviate problems at this intersection but it is not known to what degree since this was not submitted as part of the traffic study.
- S. Van Dorn Street/Edsall Road: This intersection is operates the worst of all seven analyzed intersections in the traffic study. After mitigation, which is a TDM program, the intersection would have an overall delay of approximately six minutes with either proposed density increase. The proposed density increases the delay by only three percent (approximately ten seconds), which is minimal, but the density increase would only exacerbate the problem. The main problem at the intersection is that Edsall Road has severe delays in the westbound direction (from the City of Alexandria) and eastbound direction because a majority of the signal green time is allotted for S. Van Dorn Street. Regardless of whether the density increase is permitted, the intersection should be monitored for possible mitigation in the future.
- S. Van Dorn Street/S. Pickett Street: The intersection is failing in the morning and afternoon peak periods under both proposed densities. The traffic study does suggest an improvement at this intersection, but it is only for the eastbound movement on S. Pickett Street. The northbound left turn lane on S. Van Dorn Street experiences a significant degradation in the individual level of service for this particular movement. No improvement was recommended for this movement in the traffic study. A cursory look at this intersection reveals that it might be difficult to add physical improvements, such as an additional northbound left turn lane, at this intersection and still accommodate the City of Alexandria's plan to widen S. Van Dorn Street to six lanes with two exclusive transit lanes. Additionally, any improvement at this intersection would require the City of Alexandria's approval.

- o S. Van Dorn Street/Eisenhower Avenue: The impact from the proposed increase in density is most evident on the northbound through movement on S. Van Dorn Street during the morning peak hour. This combined with the southbound left turn on S. Van Dorn and all westbound movements on Eisenhower cause this intersection to fail during the morning peak hour. Figures 6-1 in the traffic study shows that 5% of the site generated traffic from the proposed increase in density would enter and leave the area from Eisenhower Avenue. It does not appear that this has been reflected in the study as the same Figure shows no site generated traffic turning left at southbound S. Van Dorn Street. In the comments received from the City of Alexandria, they state that a second southbound left turn lane should be provided by the nominator of the site to facilitate movement to the Van Dorn Metro station from the developer's site. Based on the study, this movement is deficient because of existing background growth and not due to the site's traffic from the proposed density increase. This should be reevaluated at the time of rezoning to determine what, if any, impact the site traffic would have on the S. Van Dorn southbound left turn movement.

Table 5

2030 Link Analysis – Proposed Density of 1.65 FAR with and without Mitigation

Roadway	Segment	AM/PM Peak Hour	2030 Comp Plan V/C Ratio (0.50 FAR)	1.65 FAR V/C Ratio No Mitigation	1.65 FAR V/C Ratio With Mitigation
EB Edsall Rd.	West of Site Entrance	AM	1.14	1.25	1.23
WB Edsall Rd.	West of Site Entrance	AM	0.54	0.72	0.69
EB Edsall Rd.	West of S. Van Dorn St.	AM	1.13	1.17	1.17
WB Edsall Rd.	West of S. Van Dorn St.	AM	0.71	0.73	0.73
NB S. Van Dorn St.	North of Edsall Rd.	AM	1.34	1.45	1.43
SB S. Van Dorn St.	North of Edsall Rd.	AM	0.72	0.77	0.75
NB S. Van Dorn St.	South of Edsall Rd.	AM	1.09	1.17	1.15
SB S. Van Dorn St.	South of Edsall Rd.	AM	1.24	1.27	1.26
NB S. Van Dorn St.	South of S. Pickett St.	AM	1.43	1.48	1.46
SB S. Van Dorn St.	South of S. Pickett St.	AM	1.22	1.30	1.29
EB S. Pickett St.	West of S. Van Dorn St.	AM	0.37	0.67	0.62
WB S. Pickett St.	West of S. Van Dorn St.	AM	0.46	0.60	0.56

Roadway	Segment	AM/PM Peak Hour	2030 Comp Plan V/C Ratio (0.50 FAR)	1.65 FAR V/C Ratio No Mitigation	1.65 FAR V/C Ratio With Mitigation
EB Edsall Rd.	West of Site Entrance	PM	0.53	0.72	0.70
WB Edsall Rd.	West of Site Entrance	PM	0.82	0.91	0.88
EB Edsall Rd.	West of S. Van Dorn St.	PM	0.55	0.57	0.56
WB Edsall Rd.	West of S. Van Dorn St.	PM	0.70	0.74	0.74
NB S. Van Dorn St.	North of Edsall Rd.	PM	0.92	0.97	0.96
SB S. Van Dorn St.	North of Edsall Rd.	PM	0.85	0.96	0.94
NB S. Van Dorn St.	South of Edsall Rd.	PM	1.05	1.09	1.08
SB S. Van Dorn St.	South of Edsall Rd.	PM	1.09	1.17	1.16
NB S. Van Dorn St.	South of S. Pickett St.	PM	1.23	1.31	1.30
SB S. Van Dorn St.	South of S. Pickett St.	PM	1.52	1.55	1.54
EB S. Pickett St.	West of S. Van Dorn St.	PM	0.51	0.63	0.57
WB S. Pickett St.	West of S. Van Dorn St.	PM	0.22	0.53	0.48

- A link capacity analysis was provided for Edsall Road, S. Van Dorn Street, and S. Pickett Street. These roads were chosen as they are major roads within the area that would serve the site as well as surrounding development. No link capacity analysis was done on I-395 or I-95/495 as these are regional highways, with the majority of the traffic volume originating from and destined to areas other than the site. A volume to capacity ratio above 1.0 (highlighted in yellow) means that the roads are saturated with vehicles and mitigation measures should be evaluated.
- The link analysis shows that eastbound Edsall Road is over capacity in the AM and S. Van Dorn Street is over capacity in the AM and PM. The S. Van Dorn segments, south of S. Pickett Street and north of Edsall Road, was done by FCDOT staff because of the concern of site generated traffic and background traffic growth on S. Van Dorn Street. The link analysis shows that the S. Van Dorn Street section south of Pickett Street is the most severely congested segment of road in the analysis. The analysis shows that site generated traffic impacts S. Van Dorn Street south of Pickett Street the most in the morning heading northbound (heading to the site) and in the evening heading southbound (leaving the site).
- Based on the results of the traffic study, S. Van Dorn Street is severely over capacity; however, the capacity issues appear under the current Comprehensive Plan. The site generated traffic with the proposed density of 1.65 FAR prior to mitigation is approximately 8% of the total traffic on S. Van Dorn in the southbound direction in the AM and northbound direction in the PM.
- The site generated traffic does significantly impact Edsall Road west of the site entrance in the morning. This can be seen by comparing the Edsall Road v/c ratio in the eastbound direction west of the site and east of the site. The v/c ratio increases by 10% with the proposed density compared to the Comprehensive Plan. Based on the study, widening of Edsall Road may be warranted but the increase in traffic may be able to be handled through intersection improvements on Edsall Road at the intersection with Winterview Drive and the site entrance.

Table 6
2030 Link Analysis – Proposed Density of 1.54 FAR – Reduced Alternative

Roadway	Segment	AM/PM Peak Hour	2030 Comp Plan V/C Ratio (0.50 FAR)	1.65 FAR V/C Ratio With Mitigation	1.54 FAR V/C Ratio With Mitigation
EB Edsall Rd.	West of Site Entrance	AM	1.14	1.23	1.21
WB Edsall Rd.	West of Site Entrance	AM	0.54	0.69	0.68
EB Edsall Rd.	West of S. Van Dorn St.	AM	1.13	1.17	1.17
WB Edsall Rd.	West of S. Van Dorn St.	AM	0.71	0.73	0.73
NB S. Van Dorn St.	North of Edsall Rd.	AM	1.34	1.43	1.42
SB S. Van Dorn St.	North of Edsall Rd.	AM	0.72	0.75	0.75
NB S. Van Dorn St.	South of Edsall Rd.	AM	1.09	1.15	1.15
SB S. Van Dorn St.	South of Edsall Rd.	AM	1.24	1.26	1.26
NB S. Van Dorn St.	South of S. Pickett St.	AM	1.43	1.46	1.45
SB S. Van Dorn St.	South of S. Pickett St.	AM	1.22	1.29	1.29
EB S. Pickett St.	West of S. Van Dorn St.	AM	0.37	0.62	0.60
WB S. Pickett St.	West of S. Van Dorn St.	AM	0.46	0.56	0.52

Roadway	Segment	AM/PM Peak Hour	2030 Comp Plan V/C Ratio (0.50 FAR)	1.65 FAR V/C Ratio With Mitigation	1.54 FAR V/C Ratio With Mitigation
EB Edsall Rd.	West of Site Entrance	PM	0.53	0.70	0.68
WB Edsall Rd.	West of Site Entrance	PM	0.82	0.88	0.86
EB Edsall Rd.	West of S. Van Dorn St.	PM	0.55	0.56	0.56
WB Edsall Rd.	West of S. Van Dorn St.	PM	0.70	0.74	0.74
NB S. Van Dorn St.	North of Edsall Rd.	PM	0.92	0.96	0.95
SB S. Van Dorn St.	North of Edsall Rd.	PM	0.85	0.94	0.94
NB S. Van Dorn St.	South of Edsall Rd.	PM	1.05	1.08	1.07
SB S. Van Dorn St.	South of Edsall Rd.	PM	1.09	1.16	1.15
NB S. Van Dorn St.	South of S. Pickett St.	PM	1.23	1.30	1.30
SB S. Van Dorn St.	South of S. Pickett St.	PM	1.52	1.54	1.52
EB S. Pickett St.	West of S. Van Dorn St.	PM	0.51	0.57	0.53
WB S. Pickett St.	West of S. Van Dorn St.	PM	0.22	0.48	0.46

- Table 6 above shows that reducing the proposed density does alleviate the impacts from the development; however, there are still severe capacity issues on S. Van Dorn Street and to a lesser extent on Edsall Road.

Table 7: Vehicle Trip Generation Estimates for APR 09-I-2L

Vehicle Trip Generation with No Reductions

Density	AM Peak	PM Peak	Daily	AM Peak Increase #	AM Peak Increase %
0.50 FAR Comp Plan	789	907	5,456	---	---
1.65 FAR Proposed	1,938	2,025	18,905	1,149	146%
1.54 FAR Alternative	1,806	1,885	17,757	1,017	129%

Vehicle Trip Generation with Reductions

Density	AM Peak	PM Peak	Daily	AM Peak Increase #	AM Peak Increase %
0.50 FAR Comp Plan	789	907	5,456	---	---
1.65 FAR Proposed	1,581	1,652	14,944	792	100%
1.54 FAR Alternative	1,470	1,534	14,045	681	86%

- Table 7 above shows the trip generation estimates for the two proposed densities. Vehicle trip generation estimates for the development are shown with and without trip reductions. This second table with reductions also assumes higher reductions proposed by the nominator. The table helps illustrate the importance of trip reductions associated with a Transportation Demand Management program to reduce the development's impact on the surrounding road network. However, even when reductions are assumed at the 1.65 FAR proposed density, the increase of almost 800 trips in the AM peak hour is the equivalent to one additional lane of capacity on Edsall Road.

Conclusions

- S. Van Dorn Street would be severely over capacity under the current Comprehensive Plan prior to any increase from the proposed development.
- Three of the seven intersections analyzed in the study would be failing under the current Comprehensive Plan and they are all located within the City of Alexandria. With the proposed development, Bren Mar Drive/Edsall Road falls to a LOS E in the PM and Winterview Drive/Edsall Road would have a failing LOS in the AM after mitigation even with the reduced alternative proposed by the nominator.
- The nominator has proposed an 18% trip reduction for office and a 25% trip reduction for residential development. This is based on a Transportation Demand Management program and the Van Dorn Metro station located approximately one mile from the site. No justification, such as data or a study, was submitted along with traffic study to support these higher reductions. For comparison, a plan amendment adopted by the County in July of 2010 adjacent to the future Route 28/CIT Metrorail station, has a goal of reducing residential and office trips by 30% within a ¼ mile of the station and 25% and 20% for residential and office development, respectively, within a ½ mile. The nominated site is located a mile away from the Van Dorn Metro station and proposing to achieve reductions that are more typical of a site within a half mile of a Metro station.
- The site is generating the equivalent of a full lane of traffic on Edsall Road and only proposing two minor intersection improvements. The primary mitigation measure proposed to remedy the increase in traffic is a TDM program, which, based on the study, appears to be insufficient.
- There are significant impacts on all three intersections at S. Van Dorn Street. The nominator has proposed minor mitigation at the S. Van Dorn Street/Pickett Street intersection and it is only on Pickett Street. Additionally, the Bren Mar Drive/Edsall Road intersection now operates at an unacceptable level of service and through traffic on Edsall Road eastbound in the morning is significantly impacted with the proposed density increase.
 - Fairfax County policy is to maintain a level of service of D at intersections and roads within the County, except at the major activity centers such as Tysons and Springfield. When this cannot be attained then there is a non-degradation policy,

which means that a proposed development should fully mitigate all impacts associated with their site so that the problem is not compounded.

- The traffic study shows that the nominator not only impacts every intersection but they also do not fully mitigate their impact on the intersections that are failing. Additionally, the nominator did not propose any street improvements such as adding a north-south road that could alleviate some traffic on S. Van Dorn Street. While new roads may be limited they could help create new connections that could disperse traffic in the area. Additionally, no non-motorized improvements have been recommended in the study such as constructing sidewalks or trails where they do not exist.
- Based on the traffic study submitted along with the proposed mitigation measures, it does not appear that the impacts associated with either proposed density can be mitigated. The mitigation measures proposed in the study are insufficient to handle the increase in density.

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

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