



# County of Fairfax, Virginia

## MEMORANDUM

**DATE:** May 24, 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-1L, Plaza at Landmark

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. Both VDOT and the City of Alexandria comments will be attached to the final staff report. FCDOT comments are as follows:

### Current Comprehensive Plan Guidelines and Background Information

- There are three major improvements identified on the Transportation Plan Map adjacent to the nominated area: 1) widening of Little River Turnpike (a principal arterial) to six lanes; 2) an interchange improvement at Beauregard Street and Little River Turnpike; 3) and, the widening of I-395 to nine lanes with three reversible High Occupancy Toll (HOT) lanes. However, the HOT lanes project has been recently modified to terminate in the vicinity of Edsall Road, just south of the site. 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.
- The Washington Metropolitan Area Transit Authority (WMATA), Alexandria Transit Company DASH, and Fairfax Connector provide service proximate and adjacent to the site. WMATA operates three lines adjacent to the site. They are lines 7 (5 routes), 17 (3 routes), and 29 (6 routes) with service varying from 5 minute headways to 30 minute headways during the morning and evening peak periods. All of these routes are destined to either the Pentagon or King Street Metrorail stations. The City of Alexandria's DASH service operates two routes (AT1 and AT2) adjacent to the site with service every 30 minutes during the peak periods. Route AT1 provides service to the Van Dorn and Eisenhower Metrorail stations and route AT2 provides service to the Braddock station. The Fairfax Connector Route 306 runs during the midday on weekdays and is meant to supplement WMATA bus routes 17A and 17G, which operate during the 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 TDP recommends converting the Fairfax Connector Route 306 to a WMATA route that runs during the midday. The TDP also recommends modifying existing WMATA routes 17H, 17M, 7A, and 7F to improve reliability and consolidate low-ridership routes with other routes.
- The Plaza at Landmark property has four points of ingress/egress. There are three full accesses points to the site with one from Beauregard Street (in Fairfax County), and from North Breckenridge Place and Lincolnia Road in the City of Alexandria. There is right-in/right-out access point on Little River Turnpike westbound. The closest Metrorail station is the Van Dorn station, which is more than two miles from the site.

### Proposed Land Use and Density for Nomination 1L

**Table 1**

**Current Comprehensive Plan Land Use and Proposed Changes**

Land Use	Existing Development	Comp Plan (0.50 FAR)	Proposed 1.78 FAR Alternative 1	Proposed 1.78 FAR Alternative 2
Retail (sq. ft.)	489,236	515,314	470,000	470,000
Office (sq. ft.)			611,000	326,000
Residential (units)			715	1,000
Total Sq. Ft.	489,236	515,314	1,831,750	1,846,000

\*Nominator assumed 1,050 square feet per residential unit

- The table above shows the proposed changes to the Comprehensive Plan for the nominated area. The applicant has proposed two mixed-use options with a density of 1.78 FAR. Based on direction from the Department of Planning and Zoning, Alternative 2 was not evaluated in this study because it violated the 2009-10 South County Area Plans Review (APR) Guide.

### Trip Reductions Assumed for the 1L 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 1.78 FAR Alternative 1
Retail Total	20.0%	22.0%
Office Total	N/A	4.0%
Residential Total	N/A	17.0%
<b>Total Development Reductions</b>	20.0%	17.0%

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

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

Land Use	Comp Plan 0.5 FAR	Proposed 1.78 FAR Alternative 1
Retail Total	20.0%	22.0%
Office Total	N/A	17.0%
Residential Total	N/A	22.0%
<b>Total Development Reductions</b>	20.0%	21.0%

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

Note 2: The nominator has proposed a Shuttle Bus as a measure to reduce vehicle trips. That is not included in this table.

- The reductions shown above in Table 2 reflect what was agreed upon prior to the transportation study being submitted to the County because of the mix of land uses being proposed and existing transit service. These reductions would be included in a TDM program that the developer/land owner would submit to the County at the time of rezoning. A TDM program 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 enhanced TDM reductions, which are shown above in Table 3. FCDOT evaluated the proposed enhanced TDM program and comments are provided in the conclusion section.

## **Traffic Impact Analysis Results from the 1L Traffic Study**

- Tables 4-6 below outline intersection level of service (LOS), road segment congestion, and total trips for the proposed density increase of 1.78 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. The High Occupancy Toll (HOT) Lanes on I-395 identified on the County's Transportation Plan Map that have been modified to end in the vicinity of Edsall Road are in the CLRP. The interchange improvement at Beauregard Street and Little River Turnpike has not been included as it is not 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 proposed density with and without the improvements that have been suggested by the nominator. 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 Density of 1.78 FAR**

#	Intersection	2010 Existing	Comp Plan (0.50 FAR)	Proposed 1.78 FAR No Mitigation	Proposed 1.78 FAR With Mitigation
1	Southland Avenue/ Little River Turnpike	AM - C PM - C	AM - C PM - B	AM - C PM - B	AM - C PM - C
2	Beauregard Street/ Little River Turnpike (1) *	AM - E PM - F	AM - F PM - F	AM - F PM - F	AM - F PM - F
3	Oasis Drive/ Little River Turnpike *	AM - B PM - B	AM - A PM - B	AM - A PM - C	AM - B PM - C
4	I-395 SB Off Ramp/ Little River Turnpike	AM - F PM - F	AM - F PM - F	AM - F PM - F	AM - F PM - F
5	Beauregard Street/ Chambliss Street (2) *	AM - B PM - C	AM - C PM - D	AM - D PM - F	AM - C PM - D
6	Chambliss Street/ Lincolnia Road *	AM - B PM - B	AM - B PM - C	AM - B PM - D	AM - B PM - C
7	Gloucester Road/ Beauregard Street	AM - B PM - B	AM - B PM - B	AM - B PM - B	AM - B PM - B
8	Quantrell Avenue Beauregard Street (In City of Alexandria)	AM - A PM - A	AM - A PM - A	AM - A PM - A	AM - A PM - A
9	Site Driveway/ Lincolnia Road	N/A N/A	N/A N/A	AM - A/B PM - A/B	AM - A/B PM - A/B
10	Site Driveway/ Beauregard Street	N/A N/A	N/A N/A	AM - C PM - C	AM - C PM - B

Recommended Improvements from the Nominator:

\* Signal optimization/retiming

- (1) Add two additional left turn lanes on southbound Beauregard Street. The new configuration would be three left turn lanes, one through lane, and a right turn lane.
- (2) Add a second westbound left turn lane in the site. Two left turn lanes and a shared through-right turn lane

- Quantrell Avenue is the only intersection of the ten analyzed in the study that is within the City of Alexandria. The intersection operates with an acceptable level of service (LOS) under the current Comprehensive Plan and with the proposed nomination. The acceptable LOS 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 experience a lengthy delay.
- Under the current Comprehensive Plan, two intersections would not operate with an acceptable LOS during the morning and evening peak periods. One is located at the I-395

southbound off ramp at Little River Turnpike. This is not technically an intersection and is metered by the signal at Oasis Drive and Little River Turnpike. However, it does show that there are capacity issues with vehicles exiting southbound I-395 at Little River Turnpike and there is the potential for a backup to extend onto I-395. The other failing intersection under the current Comprehensive Plan is on Little River Turnpike at Beauregard Street. The intersection has several problem movements but the two worst are the left turns on southbound Beauregard Street and the left turns on westbound Little River Turnpike.

- The following is a break down of the intersections that do not achieve an acceptable LOS including the problem movement(s) at each intersection with the proposed nomination and the mitigation measures suggested in the traffic study:
  - Beauregard Street/Little River Turnpike: This intersection is the worst of all ten analyzed intersections in the traffic study. After mitigation, the study shows that the overall LOS for the intersection is only slightly worse than under the current Comprehensive Plan. The mitigation measures proposed by the nominator are the addition of two left turn lanes (3 left turn lanes, one through lane, and one right turn lane) on southbound Beauregard Street and a signal modification. The construction of two additional left turn lanes could be very difficult due to right-of-way impacts and the intersection configuration. Additionally, it is unknown based on the study submitted how far north the additional turn lanes would need to extend but they could potentially impact the townhouse community to northwest of the intersection.
  - I-395 Southbound off Ramp: As stated above, this is not technically an intersection but the nominator has proposed a site driveway west of Breckenridge Place at the off-ramp. The proposed driveway could be very problematic due to the amount of vehicles exiting I-395, the speed of the vehicles, and the current weaving of vehicles between Little River Turnpike and those accessing the shopping center at Oasis Drive. Also, the proposed access from the ramp may require an interchange justification report (IJR), meaning that approval from the Federal Highway Administration is required. The study shows that the proposed density significantly impacts the ramp during the AM peak hour. The delay during the PM peak hour under the current Comprehensive Plan is greater than what can be reported by modeling software; however, it is expected that the proposed development would only exacerbate the delay at the I-395 southbound off ramp.
  - Beauregard Street/Chambliss Street: After mitigation this intersection operates within an acceptable LOS in the AM and PM peak hours. The major delays at this intersection were vehicles leaving the site making lefts to head south on Beauregard Street and vehicles making lefts on northbound Beauregard to head west on Lincolnia Road. The physical improvements proposed are on the nominator's site. The proposed signal modification, which gives more green time to the nominator's site, would need to be approved by VDOT.

**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)	1.78 FAR V/C Ratio No Mitigation	1.78 FAR V/C Ratio With Mitigation
EB Little River Trnkp	I-395 On/Off Ramp to Site Driveway	AM	0.81	0.87	0.86
WB Little River Trnkp	I-395 On/Off Ramp to Site Driveway	AM	0.67	0.79	0.77
EB Little River Trnkp	Oasis Drive/Site to Beaugard St	AM	0.78	0.83	0.83
WB Little River Trnkp	Oasis Drive/Site to Beaugard St	AM	0.64	0.65	0.64
EB Little River Trnkp	Beaugard St to Southland Ave	AM	0.67	0.72	0.71
WB Little River Trnkp	Beaugard St to Southland Ave	AM	0.51	0.54	0.53
NB Beaugard St	Little River Trnkp to Chamblisss St	AM	0.81	0.92	0.90
SB Beaugard St	Little River Trnkp to Chamblisss St	AM	0.75	0.89	0.87
EB Beaugard St	Lincolnia Rd to Quantrell Ave	AM	0.58	0.60	0.59
WB Beaugard St	Lincolnia Rd to Quantrell Ave	AM	0.34	0.36	0.36
EB Lincolnia Rd	Braddock Rd and Chambliss St	AM	0.90	0.94	0.94
WB Lincolnia Rd	Braddock Rd and Chambliss St	AM	0.83	0.86	0.85
NB Lincolnia Rd	Beaugard St to Qunatrell Ave	AM	0.26	0.29	0.28
SB Lincolnia Rd	Beaugard St to Qunatrell Ave	AM	0.10	0.14	0.14
NB Quantrell Ave	Lincolnia Rd to Beaugard St	AM	0.50	0.50	0.50
SB Qunatrell Ave	Lincolnia Rd to Beaugard St	AM	0.20	0.20	0.20
SB I-395 Off Ramp	Little River Trnkp Westbound	AM	0.25	0.29	0.29

Roadway	Segment	AM/PM Peak Hour	2030 Comp Plan V/C Ratio (0.50 FAR)	1.78 FAR V/C Ratio No Mitigation	1.78 FAR V/C Ratio With Mitigation
EB Little River Trnkp	I-395 On/Off Ramp to Site Driveway	PM	0.73	0.85	0.84
WB Little River Trnkp	I-395 On/Off Ramp to Site Driveway	PM	0.94	0.99	0.98
EB Little River Trnkp	Oasis Drive/Site to Beaugard St	PM	0.63	0.75	0.73
WB Little River Trnkp	Oasis Drive/Site to Beaugard St	PM	0.82	0.87	0.86
EB Little River Trnkp	Beaugard St to Southland Ave	PM	0.44	0.47	0.47
WB Little River Trnkp	Beaugard St to Southland Ave	PM	0.71	0.76	0.76
NB Beaugard St	Little River Trnkp to Chamblisss St	PM	0.72	0.77	0.77
SB Beaugard St	Little River Trnkp to Chamblisss St	PM	0.83	1.10	1.07
EB Beaugard St	Lincolnia Rd to Quantrell Ave	PM	0.40	0.43	0.42
WB Beaugard St	Lincolnia Rd to Quantrell Ave	PM	0.58	0.60	0.60
EB Lincolnia Rd	Braddock Rd and Chambliss St	PM	0.85	0.88	0.87
WB Lincolnia Rd	Braddock Rd and Chambliss St	PM	1.11	1.16	1.15
NB Lincolnia Rd	Beaugard St to Qunatrell Ave	PM	0.30	0.35	0.35
SB Lincolnia Rd	Beaugard St to Qunatrell Ave	PM	0.23	0.26	0.26
NB Quantrell Ave	Lincolnia Rd to Beaugard St	PM	0.30	0.30	0.30
SB Qunatrell Ave	Lincolnia Rd to Beaugard St	PM	0.40	0.40	0.40
SB I-395 Off Ramp	Little River Trnkp Westbound	PM	0.63	0.65	0.64

- A link capacity analysis was provided for Beaugard Street, Little River Turnpike, Lincolnia Road, Quantrell Avenue, and the I-395 southbound off ramp. 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 as this is a regional highway, 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 none of the roads in the AM peak hour exceed the capacity of the road system; however, eastbound Lincolnia Road is close to capacity and may need to be studied further. In the PM peak hour, with the proposed nomination, southbound Beaugard Street between Chambliss Street and Little River Turnpike exceeds capacity. The capacity may be able to be relieved to some degree with the proposed intersection improvement at Beaugard Street and Little River Turnpike but to what extent is unknown. Additionally, if the nominator proposed intersection improvements cannot be

implemented, then Beauregard Street may need to be widened to prevent the vehicles that are backed up on southbound Beauregard Street from impacting other intersections. Westbound Lincolnia Road is over capacity under the current Comprehensive Plan. The nomination further impacts Lincolnia Road and increases the capacity problems. The capacity issues on Lincolnia Road may be able to be handled through intersection improvements between North Chambliss Street and Braddock Road. Regardless of the capacity issues, pedestrian improvements such as sidewalks should be constructed along Lincolnia Road.

- The link analysis shows that the I-395 southbound off-ramp to head west on Little River Turnpike is not over capacity; however, the assumed capacity for the ramp according to the study is the same as one lane on I-395. This is not acceptable as a ramp would have less capacity than a free flowing lane on an interstate. The ramp is more than likely over capacity due to future background growth and the vehicle trips associated with the proposed nomination.

**Table 6: Vehicle Trip Generation Estimates for APR 09-I-1L**

Vehicle Trip Generation Estimates and Reductions before Mitigation

Density	AM Peak	PM Peak	Daily	PM Peak Increase #	PM Peak Increase %
0.50 FAR Comp Plan	425	1,546	17,694	---	---
1.78 FAR Proposed	1,336	2,472	23,274	926	60%

Vehicle Trip Generation Estimates and Reductions after Proposed Mitigation

Density	AM Peak	PM Peak	Daily	PM Peak Increase #	PM Peak Increase %
0.50 FAR Comp Plan	425	1,546	17,694	---	---
1.78 FAR Proposed	1,196	2,331	22,102	785	51%

- Table 6 above shows the trip generation estimates for the proposed density and the current Comprehensive Plan land use for the nominated area. Vehicle trip generation estimates for the development are shown prior to mitigation and after mitigation. Vehicle trip estimates prior to mitigation do assume some vehicle trip reductions due to reductions as described in the section, Trip Reductions Assumed for the 1L Traffic Study. The second table with reductions after mitigation assumes higher reductions that were proposed by the nominator. The table helps to illustrate the importance of trip reductions associated with a Transportation Demand Management program and how a program could reduce the development's impact on the surrounding road network. However, even when reductions are assumed at the 1.78 FAR proposed density, the increase of almost 800 trips in the PM peak hour is the equivalent to one additional lane of capacity on Beauregard Street.

## Conclusions

- The Beauregard Street/Little River Turnpike intersection currently operates at LOS F in the PM peak hour with the southbound left turn movement on Beauregard operating the worst of all the movements at the intersection. The condition at this intersection deteriorates in the assumed build out year of 2030. When the proposed nomination is included along with the nominator proposed improvements, the conditions at the intersection are still failing in the AM and PM peak hours. There are significant delays at specific movements at the intersection that do not seem to be able to be mitigated. The following comments relate to the intersection and the improvements that are proposed by the nominator:
  - The proposed physical improvements at Beauregard Street and Little River Turnpike could have significant right-of-way impacts on property and development on both the east and west sides of Beauregard Street. Additionally, the proposed improvement of three left turn lanes on southbound Beauregard Street may necessitate a ramp reconfiguration/improvement at eastbound Little River Turnpike and I-395 due to the amount of traffic destined to the interstate and to address potential weave problems resulting from the triple lefts and short merge area to the ramp. However, an improvement on eastbound Little River Turnpike between Beauregard Street and I-395 may be difficult due to the short distance between the two intersections.
  - The Comprehensive Plan under bullet #4 of the L1-Pinecrest Community Planning Sector states: "... As redevelopment occurs, provide pedestrian access to and from residential neighborhoods." The inclusion of triple lefts on southbound Beauregard Street makes this objective of the Comprehensive Plan difficult to achieve as crossing would be more difficult.
  - The traffic study evaluated the benefit of a flyover from southbound Beauregard Street to eastbound Little River Turnpike as called for in the Comprehensive Plan. The study stated that with the flyover, the intersection would continue to operate with deficiencies and there could be substantial costs due to construction and right-of-way impacts. The study stated that further evaluation should be conducted. The flyover recommendation as called for in the Comprehensive Plan is dated and the County recognizes that this intersection including the proposed flyover needs to be reevaluated to best accommodate all modes of transportation.
- The study shows that the intersection at the proposed site driveway and I-395 southbound off ramp would have a delay beyond what can be reported by the modeling software. The delay would exceed 16 ½ minutes, which is unacceptable. Additionally, the link analysis assumed a freeway capacity on the I-395 ramp, which is not acceptable. If the correct capacity were used the ramp would be over capacity.
- The nominator has proposed a 17% trip reduction for office and a 28% trip reduction for residential development and a total site reduction of 21% in the PM peak hour. The reductions are based on a Transportation Demand Management program, existing transit

service, and the Van Dorn Metro station located more than two miles from the site. The reductions do not include a shuttle bus program that is proposed by the nominator. The reductions appear to be too high given the site's distance from a major public transportation investment, such as Metrorail. Additionally, no justification, such as data or a study, was submitted along with the 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 more than two miles away from the Van Dorn Metro station and is proposing to achieve reductions that are more typical of a site within a half mile of a Metro station.

- The nominator also proposed a shuttle bus system from the site to the Van Dorn Metrorail station, and assumed that this system could increase the non-auto mode split by 25% for office and residential. This is on top of agreed upon baseline reductions for the nominated area. The increase in the non-auto trips would result in a 36% trip reduction for residential development and 27% for office development with a total site reduction of 25% trips in the PM peak hour. This reduction is very high and exceeds target reductions within a ¼ mile of Metrorail station. While a shuttle bus system from the site to a Metro station or other major destination point could decrease vehicles trips associated with the site, this system would be duplicative of the transit service that exists today. It may be better if the TDM program would help incentivize use of the existing system for residents and employees on site rather than creating a new system.
- Based on the traffic study, Lincolnia Road is shown to be over capacity. While widening may not be appropriate, constructing and enhancing pedestrian facilities would be appropriate to achieve objective #4 in the Comprehensive Plan stated above, which is to provide pedestrian access to and from the residential neighborhoods as redevelopment occurs. Additionally, instead of widening Lincolnia Road, spot improvements may be needed, but this would need to be determined with a more detailed traffic analysis.
- Based on the traffic study submitted along with the proposed mitigation measures, it does not appear that the level of development proposed can be mitigated to acceptable levels. Additionally, the Base Realignment and Closure (BRAC) 133 Mark Center site is slated to come on-line in September of this year (2011). Studies have predicted that traffic at the Seminary Road and I-395 interchange will be seriously congested and that traffic heading north on I-395 to access the Mark Center site may get off at the interchange farther down from Seminary Road, which is the Little River Turnpike/I-395 interchange. The BRAC 133 traffic has been accounted for in the forecasts provided to the nominators by the County. However, with BRAC 133 coming on-line shortly, traffic patterns will need to be observed to see if traffic is better or worse than expected. A major intersection that could be impacted by the BRAC 133 traffic is Little River Turnpike/Beauregard Street. Until the traffic pattern stabilizes as the result of this federal action, it is not recommended that adding density that would further impact the critical Little River Turnpike/Beauregard Street intersection be pursued at this time.

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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.

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