



Trip Generation Memorandum
for
The Highlands at Mantua
City of Fairfax, Virginia

IMEG #23005060.00
January 24, 2024

Introduction

This transportation memorandum summarizes the findings of trip generation comparison analysis related to the proposed Highlands at Mantua development to be located in the City of Fairfax (the City), Virginia. This memorandum has been developed in accordance with the City's Planned Development map amendment (rezoning) reviews, which require an analysis related to potential traffic generation.

The proposed development site is situated on a single 2.12-acre parcel of land and is located along Pickett Road (Route 237) in the southeast corner of its intersection with Silver King Court, across from the Army Navy Country Club. The proposed development site parcel can be identified on City of Fairfax Tax Maps with the following Parcel ID: 58-2-10-001A1. The parcel currently has a Future Land Use designation of Commercial Corridor (CC) and is zoned as PD-C (Planned Development Commercial). Currently, the site is occupied by approximately 21,566 square feet of existing office use (Mantua Professional Center).

The Applicant is proposing to apply for a Comprehensive Plan Map Amendment from CC Place Type to Townhouse/Single-Family Attached Neighborhood Place Type, and a Map Amendment (Rezoning) from the current PD-C zoning district to PD-R (Planned Development Residential), in order to replace the approximately 21,566 square feet of office use and construct approximately 14 front-loaded townhome dwelling units. With redevelopment, the site is proposed to be accessed by a right-in only entrance to a converted one-way street (Lewis Lane) off the existing Silver King Court. The associated Master Development Plan (MDP) is anticipated to be submitted concurrently with this memorandum for review by the City.

Trip Generation Comparison

In order to project the vehicular trips into and out of the proposed development during weekday morning (AM) and weekday afternoon (PM) peak hour periods, as well as during a typical weekday period, and compare them to the estimated trips generated by the existing use during the same time periods, the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, publication was utilized.

The projected and estimated trip generation and their comparison is depicted in Table 1. For the purposes of comparison, the trip generation assumed does not include any pass-by, diverted, internal, nor transit reductions applied to the trips.

Land Use	ITE 11 Land Use Code	Amount	AM Peak Hour			PM Peak Hour			Weekday
			AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	Daily
PROPOSED									
Townhomes ^[1]	220	14.0 DU	7	20	27	17	10	27	165
EXISTING									
General Office Building	710	21.566 kSF of GFA	39	6	45	8	38	46	306
Difference in Trips (Proposed Minus Existing)			-32	14	-18	9	-28	-19	-141

Notes:

[1]: The ITE Land Use Code (LUC) 220 allows for townhomes of two- or three-levels in height.

Table 1: Site Trip Generation Comparison (Peak Hour of the Adjacent Street, ITE 11th Edition)

As illustrated in the referenced Table 1, the proposed residential development is anticipated to generate approximately 18 fewer total trips during the AM peak hour, 19 fewer total trips during the PM peak hour, and approximately 141 fewer trips during a typical weekday compared to the estimated trips generated by the existing office use. Given the anticipated reduction in trips, it can be concluded that a full-scale traffic impact study would not be required, as the traffic impact would be minimal compared to existing conditions.

Prepared by: Jerome L. Gonzalez

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