

**WELLS + ASSOCIATES**

MEMORANDUM

To: Nathan Bath
Regency Centers

From: William F. Johnson, P.E.
August W. Steinhilber

Re: Fairfax Shopping Center Special Exceptions
City of Fairfax, Virginia

Subject: Trip Generation

Date: December 21, 2016

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This memorandum provides the results of a trip generation analysis performed for the Fairfax Shopping Center site located in the City of Fairfax, Virginia. The site is specifically located north of Fairfax Boulevard (Route 29/50), south of Eaton Place, and east of Chain Bridge Road (Route 123). The site is currently developed by-right with a strip retail shopping center along with a restaurant pad use. The total approved by-right gross floor area (GFA) for the center is approximately 82,268 square feet (SF). Access to the site is currently provided via four curb cuts along Fairfax Boulevard: one full movement signalized intersection opposite University Drive, one full movement unsignalized median break, and two right-in/right-out entrances.

Regency Centers plans to raze and redevelop the site as a retail center consisting of up to approximately 48,200 gross SF. This proposed redevelopment represents a substantial decrease of the currently approved by-right GFA. To that end, special exceptions have been filed to address certain requirements in the Zoning Ordinance pertaining to the Statement of Justification dated December 21, 2016 attached hereto. However, the special exceptions do not pertain to any specific land use currently proposed. The retail uses proposed are permitted by-right and the applicant intends to submit a site plan in the near future to proceed with the proposed redevelopment.

Wells + Associates completed a trip generation analysis comparing the by-right potential of the property to the redevelopment proposed by the Applicant. The analysis was performed using standard Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition rates/equations. The results of the analysis are summarized in Table 1. As shown, the proposed redevelopment would *reduce* the trip generation potential of the site by 38 weekday AM peak hour, 159 weekday PM



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peak hour, and 1,756 weekday daily trips.

Based on the results summarized herein, it can be concluded that the proposed redevelopment of the Fairfax Shopping Center would not result in any traffic impacts on the surrounding roadway network above and beyond the currently approved retail uses on the property.

If you have any questions on this analysis or require additional information, please contact Will Johnson at 703.365.9262 or wjohnson@wellsandassociates.com.

Attachments: a/s

Table I
 Fairfax Shopping Center
 Trip Generation Analysis ⁽¹⁾

Scenario	Land Use		Units	AM Peak Hour			PM Peak Hour			Weekday Average Daily Trips
	Code	Amount		In	Out	Total	In	Out	Total	
<u>Existing Approved (By-Right)</u>										
Shopping Center	820	82,268	GSF	86	52	138	252	274	526	5,982
<u>Proposed Program</u>										
Shopping Center	820	48,200	GSF	62	38	100	176	191	367	4,226
Net New Trips				-24	-14	-38	-76	-83	-159	-1,756

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation, 9th Edition equations and/or rates.