



Fairfax County Development of Transportation

Technical Bulletin

Subject: Update Chapter 870 Traffic Impact Analysis (TIA) / Operational Analysis (OA) Determination **Date:** February 14, 2020

Summary: The Fairfax County Department of Transportation (FCDOT) is updating the County's process for implementing the 24VAC30-155 regulations regarding Chapter 870 TIA (the "TIA") determinations. This document includes the criteria by which a zoning proposal may require a traffic analysis, the potential considerations to a proposal for an existing use, and the trip thresholds that trigger each type of analysis.

Effective Date: March 2, 2020. Those instances in which a FCDOT determination has already been made (as evidenced by acceptance of a zoning application by the County's Department of Planning & Development (DPD)) prior to March 2, 2020 will not be affected by the implementation of this process.

Background: FCDOT recognizes that the process and guidelines for assessing the need for a TIA, as outlined in 24VAC30-155, requires periodic reviews and updates for determining the need for and type of analysis for County entitlement applications. This bulletin will revise instructions on the determination submission materials due to changes in VDOT's Administrative Guidelines and will incorporate clarifications based on lessons learned during practical determination experience. This will create a more uniform process within Fairfax County and will aid in future determination requests. For detailed background on the Virginia requirements for a Chapter 870 TIA, the Administrative Guidelines are available for review at www.vdot.virginia.gov/info/traffic_impact_analysis_regulations.asp on their TIA Administrative Guidelines page.

Chapter 870 TIA or OA Determination Process: The general steps FCDOT utilizes to determine the need for a TIA are:

- First determine if the subject site includes an existing structure (building).
 - o The trips generated by an existing building to remain are typically not included as part of the Chapter 870 determination. It is acknowledged that the trips generated by existing uses are already on the road network and will not result in any additional impacts.
 - o The trips generated by certain land uses such as shopping centers, churches, etc. are typically based on logarithmic equations and therefore consideration of existing buildable area may be included. Such cases shall be reviewed on a case by case basis by FCDOT.

- If an existing building(s) is to be razed as part of the zoning application, the trips that were generated by that existing building can be used to offset the trips generated by the proposed use.
 - Scenario: A zoning application proposes to raze an existing 50,000 square feet (SF) office building that generates X trips and proposes to replace the use with a 200 DU multifamily residential building that generates Y trips. For Chapter 870 determination, the X trips may be subtracted from the Y trips.
- Identify if there is a change in land use from the approved zoning of the land by right to the proposed use. No submission will be required even if the proposal meets the 5,000 average daily trips (ADT) threshold if the rezoning will generate less daily traffic, and no increase in the existing AM and PM and weekend peak hourly traffic of the adjacent street, when compared to the trip generation of land uses allowed by right under the current zoning of the property (except for governmental uses).
- The latest edition of ITE's *Trip Generation Manual* will be used to determine the trips generated by the existing and proposed developments. This includes an assessment of the daily weekend trips.
- If the latest ITE manual does not provide a land use code for the proposed zoning application, then the Applicant, subject to FCDOT approval, may use alternative published guides or local trip generation studies.
- If the proposed development application generates 5,000 ADT or more, a Chapter 870 TIA is required.
- If the proposed development generates a 2,500 ADT or more, but less than 5,000 or generates 250 peak hour trips or more on adjacent street(s), an OA is required in accordance with Technical Bulletin 19-03.

If there is modification to the density or level of uses during the zoning application review process that will increase peak hour trips from the initial determination, FCDOT will need to reassess the need for a TIA or OA, and the applicant should provide appropriate documentation outlined above.

FCDOT reserves the right to request additional analyses should the case reviewer feel that additional transportation issues need to be addressed.

As stipulated in Article 18-105 of the Fairfax County Zoning Ordinance, a request for Chapter 870 determinations must be submitted to FCDOT prior to the acceptance of a zoning application by DPD. In order for FCDOT to complete its determination, the following materials need to be submitted with any determination request:

- Tax Map ID/location address (if the property does not have a street address, include the street name and closest intersection)

- A statement of justification if available. If not, a detailed description and plan of what is being proposed.
- If trip reductions from a previously approved zoning case are assumed, detailed information on the rationale for the reduced trips must be submitted (i.e. the original zoning case number and subsequent amendments, development plans, proffer interpretations, etc.)

Any questions regarding the TIA or OA administrative process and/or the process used to determine the need for either should be directed to FCDOT by calling Jeremy Ko at 703-877-5831.

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**Chapter 870 or
Operational Analysis
Determination**

