

CHAPTER 3: TRANSPORTATION

Adopted: May 8, 2008
Revised: July 12, 2012
Revised: January 10, 2019

300	Purpose and Intent	T-3
301	Transportation Planning	T-3
301. A	General Requirements	T-3
301. B	Traffic Impact Analysis and Study	T-3
301. B.1	Traffic Impact Analysis (TIA) Requirements	T-4
301. B.2	Traffic Assessment for Projects Not Requiring a TIA	T-7
303	Entrances and Driveways	T-8
303.1	General Requirements for Entrances and Driveways	T-8
303.2	Additional Requirements for Commercial Entrances	T-9
304	Off-Street Parking and Loading Areas	T-9
304.1	Parking Spaces	T-9
304.2	Parking Aisles	T-10
304.3	Handicap Parking and Accessibility	T-10
304.4	Loading Spaces	T-11
304.5	Parking Lot Traffic Circulation	T-11
304.6	Emergency Services Accessibility	T-12
304.7	Parking Lot Pedestrian Circulation	T-12
304.8	Design and Construction Standards for Parking Areas	T-12
304.9	Single-Family Residential Parking	T-13
305	Road Acceptance Procedures	T-13
307	Street Names and Addresses	T-13
308	Signs	T-13
308.1	Future Street Extension Signs	T-13
308.2	Street Signs	T-13
310	Traffic Lights	T-14

SECTION 300 PURPOSE AND INTENT

The Fauquier County Comprehensive Plan, Subdivision Ordinance and Zoning Ordinance set forth standards for the planning and design of the countywide transportation system, to include public and private streets, and trails and sidewalks. This chapter establishes detailed design requirements for specific elements of the transportation system. The Chapter is divided into the following sections: Transportation Planning, Entrances and Driveways, Off-Street Parking and Loading Areas, Pedestrian Access and Trails System, Mailboxes, Street Name and Addressing Standards, Signs, and Traffic Lights.

The Subdivision and Zoning Ordinances set forth certain requirements for streets and in some cases procedures for modifications of those certain requirements. For convenience, those requirements are included in this section of the Design Standards Manual with a notation identifying the source (SO = Subdivision Ordinance, ZO = Zoning Ordinance). Subdivision and Zoning Ordinance requirements cannot be modified through a Design Standards Manual modification process, but rather must follow the modification process set forth in the Subdivision and Zoning Ordinance, if any.

SECTION 301 TRANSPORTATION PLANNING

The Fauquier County Zoning and Subdivision Ordinances provide for public streets, private streets and alleys. In general, public streets are maintained by the Virginia Department of Transportation (VDOT), while private streets and alleys are owned and maintained by the owner(s), business or homeowner association.

A. General Requirements**B. Traffic Impact Analysis and Study**

The County requires that a traffic impact analysis (TIA) be conducted to assess the impact of certain proposed developments, rezoning, comprehensive plans, site plans, subdivisions or special exception applications on the county transportation system. Such TIAs ensure that proposed development activity does not adversely affect the existing transportation network. The TIAs also identify any traffic problems associated with site access to and from the existing roadway system, provide the basis for constructing new roads to appropriate design standards, and outline proposed solutions to potential problems with the necessary traffic improvements to be incorporated into the proposed development. The requirements and procedures for such TIAs are set forth in section 301.B.1, below.

Where a traffic impact analysis is not required, pursuant to the procedures of this section, the assessment and information set forth in section 301.B.2, below, shall be provided with the application as a basis for establishing appropriate street design.

1. Traffic Impact Analysis (TIA) Requirements

a. Determining Traffic Impact Analysis Study Need

For Rezoning, Special Exceptions, Site Plans, Special Permits or Subdivisions if a proposed project meets the thresholds per the Table entitled “When a Traffic Impact Analysis is required” in section A301.B.1 (see Appendix), a TIA will be required and submitted with the respective application. Applications for Special Exceptions and Special Permits are land development proposals that are considered Zoning proposals under the latest version of VDOT Traffic Impact Analysis (24VAC 30-155) regulations. For Site Plans and Subdivisions following a previous proffered rezoning that included a TIA review shall be of a more limited nature and scope.

For Comprehensive Plans or Comprehensive Plan Amendments, a Comprehensive Plan Package in accordance with the latest version of VDOT Traffic Impact Analysis (24VAC 30-155) regulations needs to be submitted. A Comprehensive Plan that meets the threshold of the VDOT Traffic Impact Analysis (24VAC 30-155) regulations shall be submitted by the owner/developer (see Appendix). When a locality is proposing a Comprehensive Plan or Comprehensive Plan Amendment, then the locality shall submit the Comprehensive Plan Package.

b. Responsibility for Traffic Impact Analysis

- i. Owner/Developer: The owner/developer has the responsibility for assessing the traffic impacts associated with a proposed development. The County and VDOT are responsible to serve in a review capacity.
 - ii. County and VDOT: The County and VDOT shall determine whether or not a traffic impact study is required. The need for a TIA will be identified at the Pre-Application meeting.
 - iii. Applicant: The applicant shall be responsible for submitting a formal traffic impact analysis report and for all data collection efforts required in preparing a traffic impact analysis study, as required by the latest version of the Traffic Impact Analysis (24VAC 30-155) of VDOT regulations.
- c. Scoping Meeting and Modification Request: Prior to submitting a traffic impact analysis study as part of a land development application, the applicant shall submit a written request to the Department of Community Development for a traffic impact analysis study “scoping” meeting, along with any request to modify the requirements of the study.

- i. The applicant shall include the following information and details in the request for meeting:
 - ✓ A vicinity map and parcel identification number;
 - ✓ If available, a conceptual development plan;
 - ✓ Identification of the subject site's existing and proposed points of ingress/egress;
 - ✓ The existing and proposed land use(s), building square footages and/or number of residential units, if applicable, for the subject site;
 - ✓ A list of traffic issues and considerations associated with the subject site; and
 - ✓ Where appropriate, justification of reduced study standards or a waiver of further study requirements.
 - ii. The scoping analysis is prepared by the applicant's traffic consultant. The County and VDOT shall provide comments, if necessary.
- d. Traffic Impact Analysis Study Requirement
- i. Unless otherwise specified herein, traffic impact analysis studies shall be prepared in accordance with the latest version of the Traffic Impact Analysis (24VAC 30-155) of VDOT regulations. The requirements for most development are included in the reference documents; however, there may be specific cases in which the County and/or VDOT may require a more comprehensive study.
 - ii. Traffic Generation Figures: At a minimum, estimated traffic generation figures shall be provided for all development applications based on the proposed use and the current editions of the Institute of Transportation Engineer's Trip Generation Handbook unless VDOT agrees to allow the use of alternate trip generation rates based upon local trip generation studies. VDOT regulations require that rezoning proposals assume the highest vehicle trip generating use allowable under the proposed zoning classification.
 - iii. Level of Service Analyses (LOS):
 - ✓ LOS calculations for existing and projected conditions, with and without the subject project, for highway segments, intersection

legs and entrances shall be provided. Calculations shall be in accordance with the Highway Capacity Manual (HCM) and/or the Highway Capacity Software, or as may be agreed at the scoping meeting. Traffic volumes and level of service information shall be provided for each phase of development, to include conditions at date of project completion. Projections shall also be made for date of completion plus eleven (11) years for secondary roads and twenty two (22) years for primary roads as defined by VDOT.

- ✓ **Minimum Roadway/Intersection LOS Standards:**
Recommendations for phased improvements to the roadway links in order to maintain an acceptable LOS “C”, unless otherwise approved by VDOT, shall be provided.
 - ✓ **LOS Calculation Assumptions:** Traffic counts and LOS worksheets and projected traffic volume LOS analyses, including existing AM/PM peak hour signal timing shall be included as part of the traffic study.
- iv. **Mode Choice:** Modal split information shall be provided for the phases of the analysis, with sources of information identified.
- v. **Traffic Mitigation Measures:** If trip reduction factors are used in the study, measures necessary to implement the reduction must be specified, with supporting documentation.
- e. **Traffic Impact Analysis Report:**
All traffic impact analysis reports shall be submitted to the Fauquier County Department of Community Development, which shall distribute the report to designated staff and VDOT for review of study data sources, methods and findings. The report shall be submitted in hard copy and electronic format. VDOT shall provide comments back to the Department, which is responsible for compiling VDOT and staff comments and transmitting those to the applicant and traffic consultant. The applicant and consultant shall then have the opportunity to address the comments, prior to County staff submitting final reports to the Planning Commission. This information shall also be provided to the Board of Supervisors before they reach a decision regarding the proposed development.

An outline for a traffic impact analysis study is provided as an example in Table 3-1 (see appendix). This table is just a general guideline, refer to the VDOT Traffic Impact Analysis (24VAC 30-155) regulations and the “Traffic Impact Analysis Regulations Administrative Guidelines” for more information.

- f. Traffic Impact Analysis Information Required on Plats and Plans:
The Vehicles Per Day (VPD) determined from this traffic impact analysis shall be shown on the Preliminary Plat, Site Plan or Conceptual Plan.

2. Traffic Assessment for Projects Not Requiring a Traffic Impact Analysis

The information below shall be provided on the application for a preliminary plat, site plan, rezoning, special exception or special permit if a traffic impact analysis is not required.

- a. Undeveloped Property. The following information shall be calculated and shown for all project streets that intersect the exterior boundary of the development and that shall provide access to adjoining undeveloped property:
 - i. Number of acres expected to contribute vehicles to this street;
 - ii. An indication of how the adjoining property is identified on the Comprehensive Plan, with the number of units per acre of residential density proposed, the current zoning and the current use of the adjoining property;
 - iii. The total number of units expected to be contributing to the subject street; and
 - iv. The total vehicles per day expected to be using the street.
 - v. If the adjoining property is RA or RC zoned and is greater than 200 Acres, then a Subdivision Potential shall be done for the adjoining property.
- b. Developed Property. The following information shall be provided for streets that intersect the exterior boundary of the proposed development and connect with existing, dedicated or proposed streets in adjoining subdivisions:
 - i. The number of lots from the adjoining development whose vehicles shall be expected to use the subject streets, and
 - ii. The number of vehicles expected to enter the development over the subject streets.

- c. Existing Road Network. The proposed development needs to incorporate the traffic volumes from the existing road network.
- d. Trip Generation. An estimate of the trip generation for the proposed development. (See Appendix).

The information below shall be provided with the application for a Comprehensive Plan or Comprehensive Plan Amendment if a Comprehensive Plan Package is not required.

- a. Existing Road Network. Traffic volumes from the existing road network.
- b. Trip Generation. An estimate of the trip generation for the proposed development. (See Appendix)
- c. Assessment. Assessment of the potential impacts the plan or amendment may have on the road network.
- d. Proposed changes. Proposed changes to the road network and pedestrian and bicycle facilities.

SECTION 303 ENTRANCES AND DRIVEWAYS

1. General Requirements for Entrances and Driveways

- a. An entrance permit must be obtained from VDOT for all new entrances onto a public street, including driveways, private streets and commercial entrances.
- b. Driveways and entrances shall be in accordance with VDOT standards. Shared private entrances may be required where determined necessary by the approving authority and/or VDOT.
- c. Non-residential entrances shall be constructed with a landing area adjacent to the entrance to allow safe stopping and transitioning of vehicles into the public street or private street. Landing areas shall conform to the Fauquier County Intersection Landing Standard (see Appendix).
- d. Driveways and entrances shall be designed and constructed to minimize, to the greatest extent practical, the amount of surface runoff exiting to or entering from the adjacent street through the entrance.
- e. Where a lot has frontage on two or more streets, vehicular access shall not be permitted on the higher standard street unless the County approves a waiver to allow the access on the higher standard street as necessary to improve public safety. The waiver shall be granted by the Director in conjunction with site plans; by the

Planning Commission in conjunction with Preliminary Plats and other Divisions; and the Board of Supervisors in conjunction with Special Exceptions and Rezonings.

- f. The pavement of vehicular traffic lanes or driveways, designed to permit two-way vehicular travel on the site and to and from adjacent property and parking areas, shall not be less than eighteen (18) feet in width. This width may be reduced to no less than ten (10) feet when a business is co-located with a residence in a rural Zoning District or a Residential Zoning District. One-way traffic may be reduced to no less than fifteen (15) feet and meet provisions for Fauquier County Department of Fire, Rescue and Emergency Management.

2. Additional Requirements For Commercial Entrances

Commercial Entrances include those entrances for Commercial and Industrial zoned property as well as entrances for multi-family dwelling units as defined in the Zoning Ordinance.

- a. Entrances shall comply with the VDOT requirements. The Department of Community Development supports and follows VDOT’s Access Management Program, which seeks to “reduce, eliminate, or consolidate entrances along state roads.” This policy applies to private streets as well as to public streets.
- b. Entrances typically have a thirty (30) foot width at the property or right-of-way line with a twenty-five (25) foot radii. Wider entrances should only be provided where necessary to provide safe and effective traffic movement and must be striped or median separated to mark lanes. Improvement of existing entrances is encouraged and required where possible.
- c. Any entrance located within twenty (20) feet of an adjoining property line, shall be designed as a common entrance with the adjoining property.

SECTION 304 OFF-STREET PARKING AND LOADING AREAS

Sections 7-100 and 7-200 of the Zoning Ordinance establish specific standards for the location of parking and the number of parking and loading spaces required for various uses in the County. This section establishes the construction and geometric design standards for parking lots and individual parking and loading spaces. See also Landscaping requirements for landscaping requirements in parking areas.

1. Parking Spaces

- a. The following table shall represent the minimum size requirements for parking spaces:

	Width	Length
Standard Head-In Parking Space	9 feet	18 feet

Standard Parallel Parking Space	8 feet	22 feet
Boat/RV Parking Space	12 feet	30 feet
Handicap Head-In Parking	per ADA requirements (see Section 304.C)	

Geometrics for angle parking shall be measured as shown in appendix.

- b. Each permanent parking space shall be separated with proper striping, or other designation.
- c. The minimum parking space width shall be measured from the centerline of stall striping, and shall not include columns or other obstructions. If a parking space has a column or obstruction, the minimum width will be provided exclusive of the column or obstruction and will not require additional striping.

2. Parking Aisles

- a. Aisles with two-way traffic movement shall be no less than 22-feet in width, unless 45- and 60-degree parking is provided, in which case said aisles shall be no less than 20 feet in width.
- b. Aisles with one-way traffic movement shall be as follows:
 - i. Aisles serving 90-degree parking shall be no less than 22 feet in width.
 - ii. Aisles serving 45-degree or 60-degree parking shall be no less than 16 feet in width or as much additional width as may be required for access of emergency vehicles. A wider width is required for sites with higher traffic volume.
 - iii. Aisles serving parallel parking and located immediately adjacent to buildings shall be no less than 16 feet in width. All other aisles serving parallel parking shall be 12 feet in width or as much additional width as may be required for access of emergency vehicles on curvilinear streets.
- c. Aisle width shall be measured from the face of curb if there is no parking and from the back of the parking space where there is parking.
- d. In lieu of providing 18 foot depth parking spaces and 22 foot drive-aisles, a parking lot may be designed with alternate lengths of parking spaces and drive aisle widths provided the total width of a parking bay (parking, drive aisle and parking) does not exceed 60 feet.

3. Handicap Parking and Accessibility

Parking spaces for handicapped persons, related access aisles, accessibility routes, and signage for physically handicapped persons shall be provided in accordance with State and Federal requirements.

4. Loading Spaces

- a. Off-street loading spaces shall be a minimum of 12 feet in width, 14 ½ feet in clearance height and a length sufficient to accommodate the largest delivery trucks serving the establishment, but in no case shall such length be less than 25 feet.
- b. Loading areas shall be designed and located in a manner that does not interfere with the free circulation of vehicles within parking or stacking areas. No loading space shall be used to satisfy the requirements for parking spaces, unless the applicant can demonstrate it will not interfere with the parking needs.
- c. A loading space shall be a minimum of forty (40) feet from entrances.

5. Parking Lot Traffic Circulation

Parking lots shall be designed to provide for safe and functional traffic circulation.

- a. Entrances to parking bays shall be located along the site accessway to avoid blockage of the public right-of-way by vehicles entering the site. No parking shall be allowed within 30 feet of the entrance, measured from the flow line of the gutter pan. (See appendix).
- b. Any access where the projected or existing ADTs (Average Daily Trips) is 1500 or greater shall be considered a major site accessway and the following standards shall be required: (See the ITE Trip Generation Chart in Section A301.B.1 of the appendix for calculating ADT's)
 - i. Major site accessways shall be clearly defined with a minimum aisle width of twenty-four (24) feet measured from face of curb to face of curb at curb returns.
 - ii. No parking is allowed on the major site accessways, except as otherwise approved with a project having a neo-traditional street system.
 - iii. Major site accessways shall accommodate SU-30 and WB-40 design vehicle movements without requiring a change in direction.
 - iv. On the major site accessways there shall be a minimum of sixty (60) feet from the public right-of-way to the entrance of a parking bay.

- c. Retaining walls, screen, landscaping and building walls shall be protected from vehicle contact.
- d. "Overhang" areas which are a part of the required parking space must be graded no higher than 2 inches above the top of the curb, and must not be encroached upon by landscape plantings, signs or other obstructions.
- e. Where drive-through facilities are proposed, the travelway width shall be a minimum of nine (9) feet and shall be designed to address safe vehicle stacking.
- f. Backing or reversing area shall be provided at all dead-end aisles with a minimum bump out of five (5) feet (See appendix).

6. Emergency Services Accessibility

Fire lanes shall be provided in consultation with emergency services.

7. Parking Lot Pedestrian Circulation

Parking lots shall provide for safe pedestrian movement through the lot to the buildings and between buildings. Pedestrians shall not walk more than one hundred (100) feet to a pedestrian accessway (See appendix for examples).

8. Design and Construction Standards for Parking Areas

- a. Parking areas shall be smoothly graded, adequately drained and, except as otherwise specified below, constructed with a surface of bituminous concrete or equivalent pavement materials.
- b. Gravel, grasscrete or other suitable materials are encouraged for low to moderate volume access and parking areas within the Rural Zoning Districts. The parking areas shall be well drained with defined travel aisles and designated parking bays. If, due to the rural nature of the facility, it is not feasible or practical to provide defined travel aisles and designated parking bays, the land development application shall provide a note explaining how this requirement shall be met (i.e., parking attendants, signs, or similar methods).
- c. In non-rural areas, the use of gravel, grasscrete or other suitable materials may be authorized by the approval authority in lieu of pavement for areas utilized for temporary or overflow parking or for uses that are low traffic generators.
- d. An overall parking design shall be encouraged to integrate pervious materials, rain gardens and other low-impact design options and shall be considered on a case-by-case basis.

- e. Where perpendicular parking spaces adjoin pedestrian walkways, wheel stops shall be provided, if necessary, to maintain adequate pedestrian access.

9. Single-Family Residential Parking

- a. Spaces within garages shall count toward parking provided that:
 - i. Such spaces are a minimum dimension of 10 feet wide by 20 feet deep by 7 ½ feet high.
 - ii. Garages that are counted as parking spaces must be maintained for parking use. No building permits shall be issued for a conversion of the garage, unless the parking spaces are provided for elsewhere.
- b. Spaces within driveways shall count toward parking provided that such spaces are a minimum dimension of 9 feet wide by 20 feet in length and further provided that such space does not project beyond sidewalks or trails placed along the street or project beyond the property line.
- c. Parking areas shall be paved where sidewalks are required per Section 5-3.A of the Subdivision Ordinance unless special measures are taken to continue the sidewalk through unpaved driveways in a manner that does not diminish the pedestrian experience.

SECTION 305 ROAD ACCEPTANCE PROCEDURES

Public Street Acceptance Procedures – Refer to Chapter 804

SECTION 307 STREET NAMES AND ADDRESSES

Chapter 5 of the Fauquier County Code establishes the procedures for Street Numbering, Street Names and the Installation of New Road Signs.

SECTION 308 SIGNS

1. Future Street Extension Signs

Whenever there is a temporary turn-around, a “Future Street Extension” sign shall be placed at the end of the street. (See appendix for detail on the sign).

2. Street Signs

- a. Shall be in accordance with the latest version of the Manual on Uniform Traffic Control Devices (MUTCD).

- b.** Shall be in accordance with the latest specifications adopted by the Board of Supervisors (see appendix).
- c.** Temporary signage shall be displayed upon commencement of work at the site or upon issuance of a Land Disturbing Permit.
- d.** All state maintained streets shall be signed with cross streets identified. The signs shall be double bladed.

SECTION 309 (DELETED)**SECTION 310 TRAFFIC LIGHTS**

When an intersection requires the installation of a traffic light, coordination shall be made with VDOT and the Fauquier County Office of Fire, Rescue and Emergency Management to determine if the traffic light shall be an Opticom Traffic Light/specialized signalization. If the traffic light is determined to be specialized signalization, then the costs will be borne by the developer/owner.