



VDOT Land Use Overview

Brad Shelton, AICP

Transportation and Mobility Planning Division

June 2015

VDOT Land Development Programs

- Local/State Plan and Program Consistency
 - Review local comp plan transportation plan (and amendments)
 - Controlled by § 15.2-2223
- Traffic Impact Analysis (Chapter 527)
 - Provide traffic information on land use proposals
 - Controlled by § 15.2-2222.1 and 24 VAC 30-155
- Secondary Street Acceptance Requirements
 - Requirements for streets to be accepted by VDOT
 - Controlled by § 33.2-334 and 24 VAC 30-92
- Access Management
 - Regulate entrances/connections to state highways
 - Controlled by § 33.2-197 to § 33.2-199 and 24 VAC 30-73
- Land Use Permits
 - Regulate activities allowed to occur on highway R/W
 - Controlled by 24 VAC 30-151 (mostly)

Local/State Plan and Program Consistency (Chapter 729)

http://www.vdot.virginia.gov/info/local-state_plan_and_program_consistency.asp



Contact:
District- District Transportation Planner
CO- Lynne Wasz

Localities to submit Transportation Plans (and plan amendments) to VDOT for review

- Transportation Plan is the transportation portion of the Comprehensive Plan
- VDOT reviews for consistency with VTrans, Six Year Improvement Program, CTB location of routes
 - Consistency means
 - Corridors of Statewide Significance designations included in Transportation Plan
 - Widening of Major Collectors and above listed in SYIP included in Transportation Plan
 - Projects with CTB location decisions included properly in Transportation Plan
 - Transportation Plan does not include something that would prevent above items
 - VDOT has 45 days to respond to locality
 - Locality to provide VDOT a copy of the adopted plan/amendment once action is taken

- If draft Transportation Plan is found to be inconsistent
 - District notifies locality of inconsistency and possible remedy
 - If locality adopts plan that is inconsistent
 - VDOT notifies CTB
 - CTB may take action (ask locality to reconsider, transfer funds to other projects)
- Comments
 - VDOT district reviews (sometimes assisted by Central Office)
 - Copy provided to DRPT (comments on rail and alternate modes)
 - Statutory comments
 - Items required so that plan meets transportation elements of § 15.2-2223
 - Recommendations
 - Items that may improve plan (but are not required)

Plan and Program Consistency (cont'd)

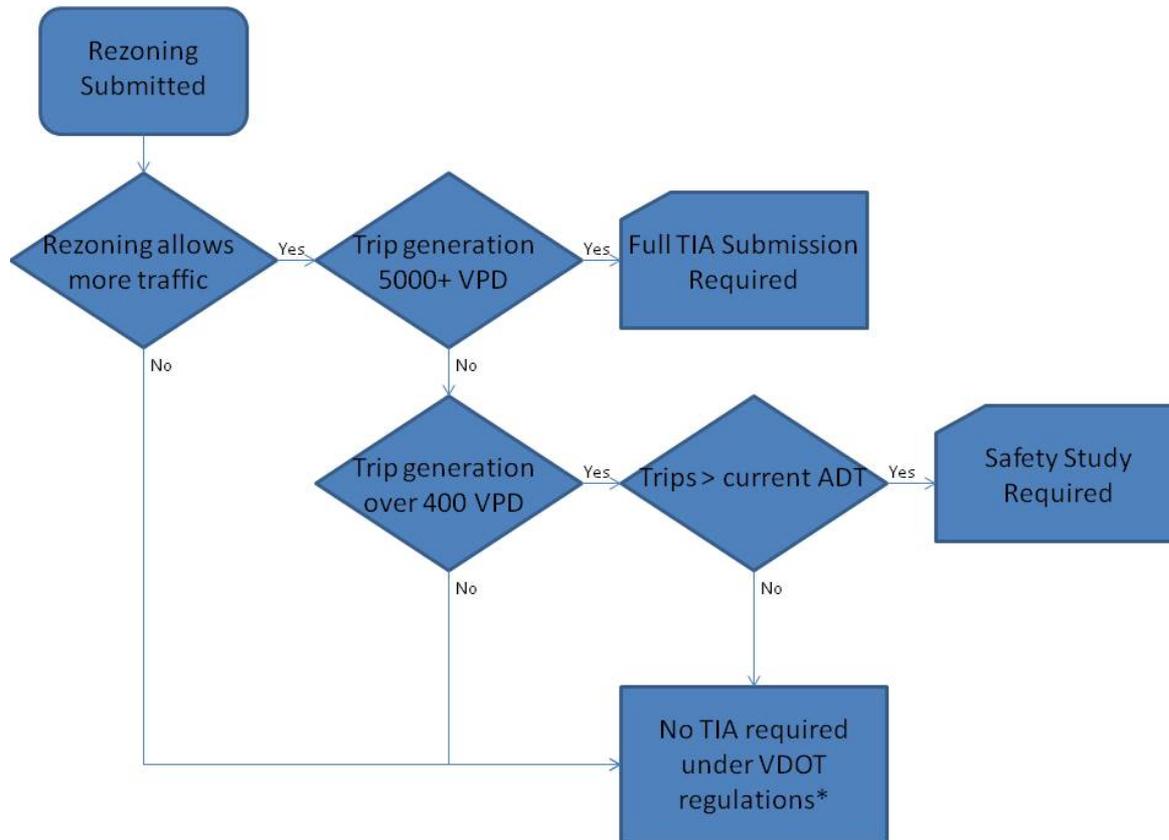
-Page from VDOT tracking sheet

Locality	Date Locality Supplied Expected Plan Revision Date	Expected Locality Start Date of Plan Revision	Estimated Locality Completion Date of Plan Revision	Date VDOT District Receives Draft Plan	Date VDOT Review Required to be Completed	Date VDOT Completes Review of Draft Plan	Actual Locality Plan Adoption Date
Hampton Roads District							
City of Chesapeake	12/8/2012	Early 2012	2013(Fall)	8/12/2013	11/12/2013	10/8/2013	2/25/2014
City of Emporia	12/13/2012	Jun-13	Early 2015	9/1/2014	12/1/2014	10/31/2014	
City of Franklin	12/27/2012	Early 2013	Spring 2014	12/26/2013	3/26/2013	1/27/2014	
City of Hampton	12/13/2012	Early 2013	End 2013	12/9/2013	3/9/2014	2/14/2014	
City of Newport News	12/27/2012	Spring 2013	Summer 2015				
City of Norfolk	7/13/2012	Late 2011	12/13/2012	7/13/2012	10/13/2012	8/28/2012	3/26/2013
City of Poquoson	1/2/2013	Early 2014	End 2015				
City of Portsmouth	12/18/2012	2014	Late 2015				
City of Suffolk	12/20/2012	In progress	Late 2014				
City of Virginia Beach	9/5/2012	Early 2014	2015 (Mid)				
City of Williamsburg	10/23/2012	2012 (Early)	2013 (Early)	10/30/2012	1/30/2013	11/26/2012	1/10/2013
County of Accomack	12/27/2012	In progress	End 2014				
County of Greensville	12/17/2012	Jun-13	Dec-13	1/9/2014	3/31/2014	3/26/2014	Summer 2014
County of Isle of Wight	12/20/2012	In progress	Early 2015				
County of James City	12/28/2012	Fall 2013	Summer 2015	3/2/2015	6/2/2015	6/17/2015	
County of Northampton	12/18/2012	In progress	Fall 2014				
County of Southampton	12/28/2012	In progress	Early 2014	3/19/2014	6/19/2014	4/28/2014	
County of Surry	12/28/2012	End 2015	End 2016				
County of Sussex	12/28/2012	Late 2015	Late 2016				
County of York	12/28/2012	In progress	6/18/2013	1/29/2013	4/29/2013	4/10/2013	9/3/2013
Town of Chincoteague	11/18/2012	Late 2014	Late 2015				
Town of Dendron	Included in Surry County Plan						
Town of Ivor	Included in Southampton County Plan						
Town of Jarrett	3/12/2014		Early 2014	5/27/2014	8/27/2014	5/27/2014	2/1/2014
Town of Smithfield	12/28/2012	Early 2014	End 2015				
Town of Wakefield	3/12/2014	2013	Jan-14	3/12/2014	6/12/2014	5/12/2014	
Town of Waverly	Included in Sussex County Plan						
Town of Windsor	1/2/2013	Late 2014	End 2015				

Land development proposals to be submitted

- “Substantially affect transportation on state controlled highways” based on traffic volume
 - 5,000 trips per day (standard threshold)
 - 400 trips per day and at least equals existing traffic on road (for residential development only, low volume road threshold)
- Dependent upon
 - Submission type
 - Comprehensive Plan or Plan Amendment
 - Rezoning or Special Use Permit
 - Location
 - Within 3,000 ft of connection to VDOT-maintained highway (for non-VDOT localities)
- Exception: Rezoning that does not increase allowable trips (daily and peak hour) over those allowed under existing zoning

TIA rezoning submission thresholds for localities in which VDOT maintains local streets



Comprehensive Plans and Plan Amendments

- Threshold: additional 5,000 trip per day or changes that alter
 - Future transportation infrastructure
 - Travel patterns
 - Ability to improve state highways
- Not required to include technical traffic analysis
 - But is required to include “local assessment of potential impacts”
- If technical analysis included
 - For small area plan (UDA or TOD)
 - Comp plan TIA counts for each rezoning that is consistent with plan
 - Assumptions made must still be valid
 - Other
 - Future rezonings consistent with plan use smallest study requirements (less than 500 VPH study)

Published local study standards can be used, if certified by District

- Locality must request VDOT review of standards
- Written and posted requirements
- Must provide information on current and future conditions
- Meet reasonable professional standards and practice

Required elements

- Scope of study dependent upon amount of traffic generated but generally includes
 - Existing and proposed land use
 - Existing traffic and Level of Service (LOS)
 - Expected future traffic and LOS (without proposed development)
 - Expected future traffic and LOS (with proposed development)
 - Recommendations for traffic impact mitigation measures

Traffic Impact Analysis - Timeframes

- Comprehensive Plans and Plan Amendments
 - Request for meeting to be made within 30 days of receipt of package
 - Official response to locality within 90 days of receipt of package
- Rezoning
 - Request for meeting to be made within 45 days of receipt of package
 - Official response within 45 days of receipt of package (no meeting)
 - Official response to locality within 120 days of receipt of package (meeting requested)
- Other Key Timeframes
 - Locality to submit package within 10 business days of locality's receipt
 - VDOT reply to scoping meeting request within 30 days, hold meeting within 60 days
- New VDOT Business Plan addition
 - Department of Rail and Public Transportation review (30 days from VDOT sending notice)

Traffic Impact Analysis - Tracking

- Records are in LandTrack
 - External version available at <http://landtrx.vdot.virginia.gov/>
 - Attached files only retained for ~2 years

The screenshot shows the LandTrack website interface. At the top, there is a navigation bar with 'Virginia.gov Online Services | Commonwealth Sites | Help | Governor' and a search box. Below this is the 'LandTrack' logo with the tagline 'Transportation Impact of Land Development' and the VDOT logo. The main content area is titled 'Tracking System for Chapter 527 Traffic Impact Analysis (TIA) Submissions'. On the left, there is a vertical navigation menu with options: HOME, SEARCH FOR SUBMISSIONS, ABOUT LANDTRACK, CHAPTER 527 REGULATIONS, FEEDBACK, and HELP. The main content area is divided into two sections: 'VDOT Districts' and 'All Districts'. The 'VDOT Districts' section lists: Bristol, Salem, Lynchburg, Richmond, Hampton Roads, Fredericksburg, Staunton, Culpeper, Northern Virginia, and All Districts. The 'All Districts' section features a circular gauge chart showing 'On Time' and 'Late' percentages, and a table of 'Completed Reviews' with 'On Time' at 88.4 and 'Total' at 96.2. At the bottom of the page, there is a footer with 'LandTrack V 1.2.1' and '© 2008 Virginia Department of Transportation. All Rights Reserved.'

- Improvements
 - All plan review requests are now entered into LandTrack (not just TIAs)
 - VDOT working on GIS connectivity and display of information

Secondary Street Acceptance Requirements

<http://www.virginiadot.org/projects/ssar/>



Contact:
District- Area Land Use Engineer
CO- Lynne Wasz

Secondary Street Acceptance Requirements

Sets out requirements for new streets to come into secondary system

- Does not apply to
 - VDOT-funded projects
 - Grandfathered developments (those are covered by Subdivision Street Requirements)
- Street design
 - Road Design Manual
 - Appendix A for functional classification greater than local
 - Appendix B for SSR
 - Appendix B(1) for SSAR
 - Appendix B(2) for Multimodal Activity Centers (in certain localities)
 - Pavement Design Guide for Subdivision and Secondary Roads

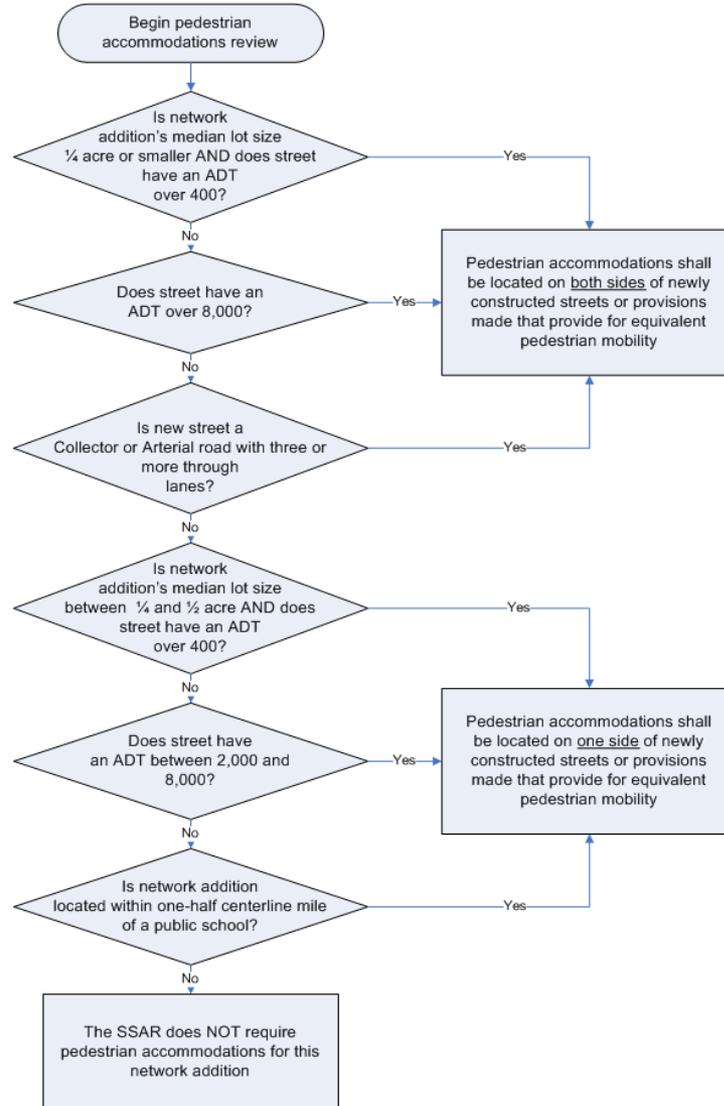
SSAR – Public Benefit

- Public benefit covers public service, pedestrian accommodation, and connectivity
- Public service (applied by individual street)
 - 3 or more occupied units
 - Owner occupied apartment, manufactured home, separate businesses
 - Connecting segment to other qualified streets
 - Stub out
 - Access to public facility
 - School
 - Church
 - Public landfill
 - Transfer station
 - Public recreational facility
 - Similar facilities open to public use
 - Through street serving
 - Multifamily
 - Townhouses
 - Retail shopping complex

SSAR - Pedestrian Accommodation

SSAR Pedestrian Accommodations Flowchart

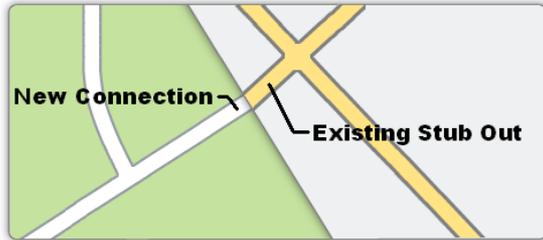
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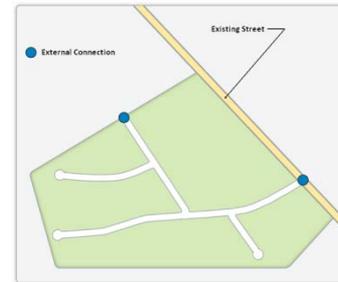
SSAR - Connectivity

Connectivity requirements

- Connections to adjacent state-maintained stub outs



- Two connections in multiple directions



- Additional connections (per 200 dwelling units/2000 VPD)



SSAR - Connectivity Exceptions

- Exceptions for physical constraints
 - Railroad tracks
 - Limited access highways
 - Navigable river or a standing body of water
 - Grades > 15 percent with elevation change greater than 5 feet
 - Select government owned properties
 - Conservation easements (but not those put in place by developer)
 - Adjacent incompatible use
 - Adjacent property built out and re-development unlikely within 20 years
- Connectivity waivers or modifications can be approved by district administrator's designee

SSAR – Stormwater Related Items

- Stormwater BMP allowed in R/W (LID)
 - Require agreement (have county-wide and development specific)
 - County (via developer or HOA) responsible for maintenance
- Outfall documentation (in MS-4 areas)
 - Maintenance Division developing new form
 - Location of outfall
 - Watershed identification



SSAR - Tracking

- Plan reviews are now being entered into LandTrack

The screenshot shows the LandTrack web application interface. At the top, there is a navigation bar with "Virginia.gov", "Online Services", "Commonwealth Sites", "Help", and "Governor". A search bar is also present. Below this is the "LandTrack" logo with the tagline "Transportation Impact of Land Development" and the VDOT logo. The main content area is titled "Tracking System for Chapter 527 Traffic Impact Analysis (TIA) Submissions". On the left, there is a sidebar menu with options: HOME, SEARCH FOR SUBMISSIONS, ABOUT LANDTRACK, CHAPTER 527 REGULATIONS, FEEDBACK, and HELP. The main area features a map of Virginia divided into districts, with a list of districts on the left: Bristol, Salem, Lynchburg, Richmond, Hampton Roads, Fredericksburg, Staunton, Culpeper, Northern Virginia, and All Districts. To the right of the map is a circular gauge chart titled "All Districts" showing "Completed Reviews" with "On Time" at 884 and "Total" at 962. Below the map and chart, there is a list of bullet points explaining the system's purpose and how to use the map. At the bottom, there is a footer with "LandTrack V 1.2.1" and "© 2008 Virginia Department of Transportation. All Rights Reserved."

- Street acceptance tracked via DACHS
 - Not available externally

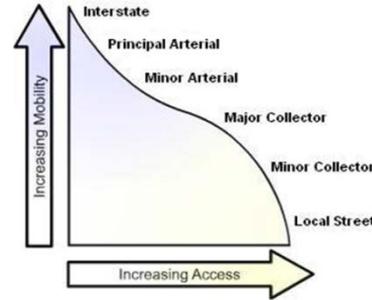
Access Management

<http://www.virginiadot.org/projects/accessmgt/default.asp>

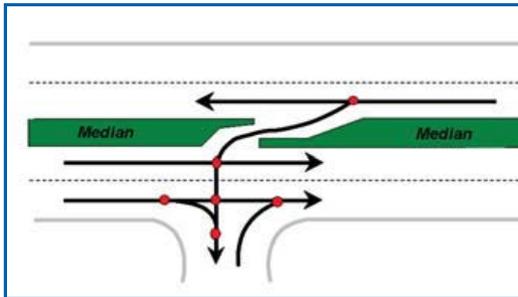


Contact:
District- Area Land Use Engineer
CO- Brad Shelton

Functional Classification – Level of access based upon connecting highway’s purpose

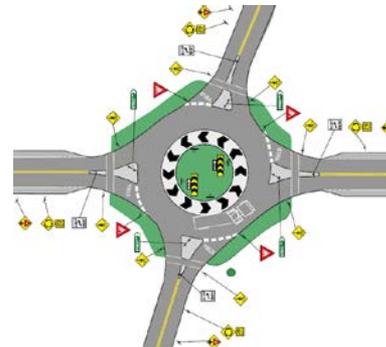


Minimize Conflict Points – Where two vehicles cross paths



6 Conflict Points

Minimize Speed Differentials – Especially at conflict points



Three “types” of entrances

- Private entrance (§ 33.2-240)
 - 2 private homes, field entrance, low-volume utility use (less than 10 trips per day)
 - No sight distance requirement
- Low Volume Commercial Entrance (§ 33.2-241)
 - Up to 50 VPD
 - Stopping sight distance required
 - Uses private entrance design standards (including spacing)
- Commercial Entrance (§ 33.2-241)
 - All other entrances
 - Intersection sight distance required (may be waived to stopping sight distance)

NOTE: All entrance designs have a note allowing modification by VDOT engineer

Access Management Entrance Spacing

Highway Functional Classification	Legal Speed Limit (mph)	Minimum Centerline to Centerline Spacing (Distance) in Feet			
		Spacing from Signalized Intersections to Other Signalized Intersections	Spacing from Unsignalized Intersections & Full Median Crossovers to Signalized or Unsignalized Intersections & Full Median Crossovers	Spacing from Full Access Entrances & Directional Median to Other Full Access Entrances and Any Intersection or Median Crossover	Spacing from Partial Access One or Two Way Entrances to Any Type of Entrance, Intersection or Median Crossover
Principal Arterial	≤ 30 mph	1,050	880	440	250
	35 to 45 mph	1,320	1,050	565	305
	≥ 50 mph	2,640	1,320	750	495
Minor Arterial	≤ 30 mph	880	660	355	200
	35 to 45 mph	1,050	660	470	250
	≥ 50 mph	1,320	1,050	555	425
Collector	≤ 30 mph	660	440	225	200
	35 to 45 mph	660	440	335	250
	≥ 50 mph	1,050	660	445	360
Local Street	Commercial entrance spacing: See Figure 4-11.				

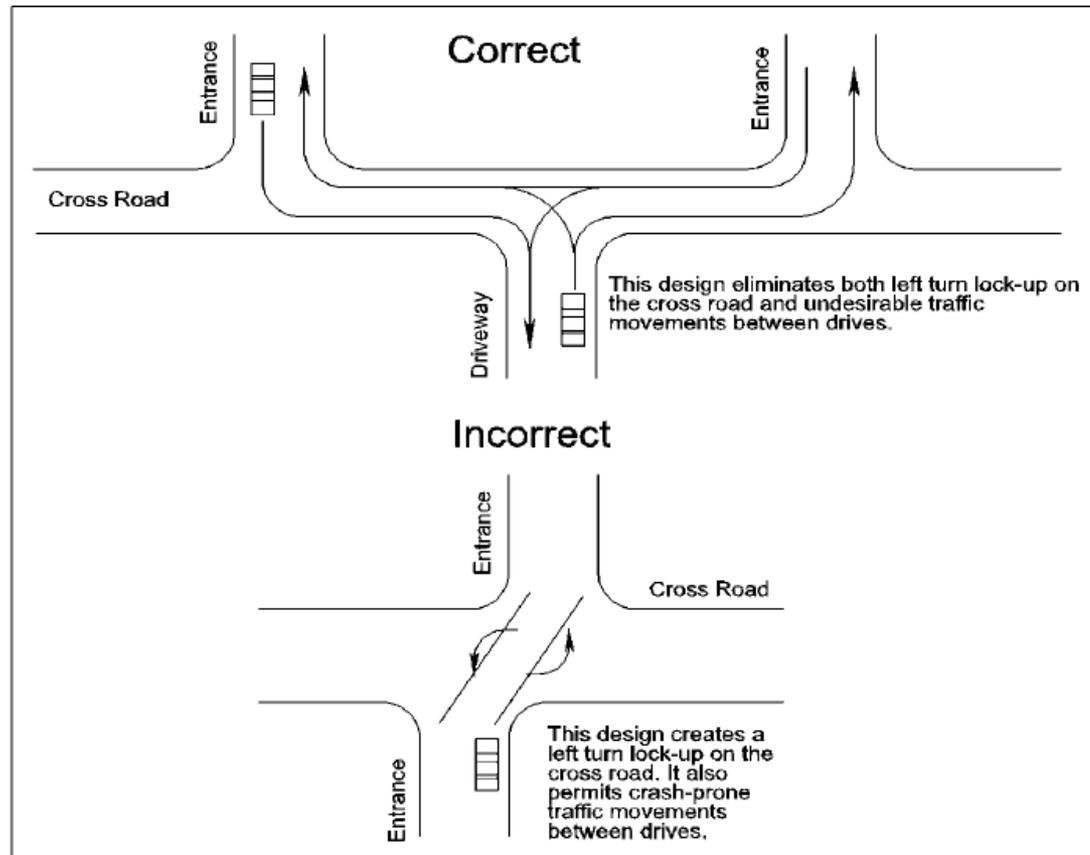
From Appendix F of Road Design Manual

(Alternate spacing standards available in Appendix B(2) of RDM)

Access Management Entrance Spacing

Full access driveways on opposite sides of highway

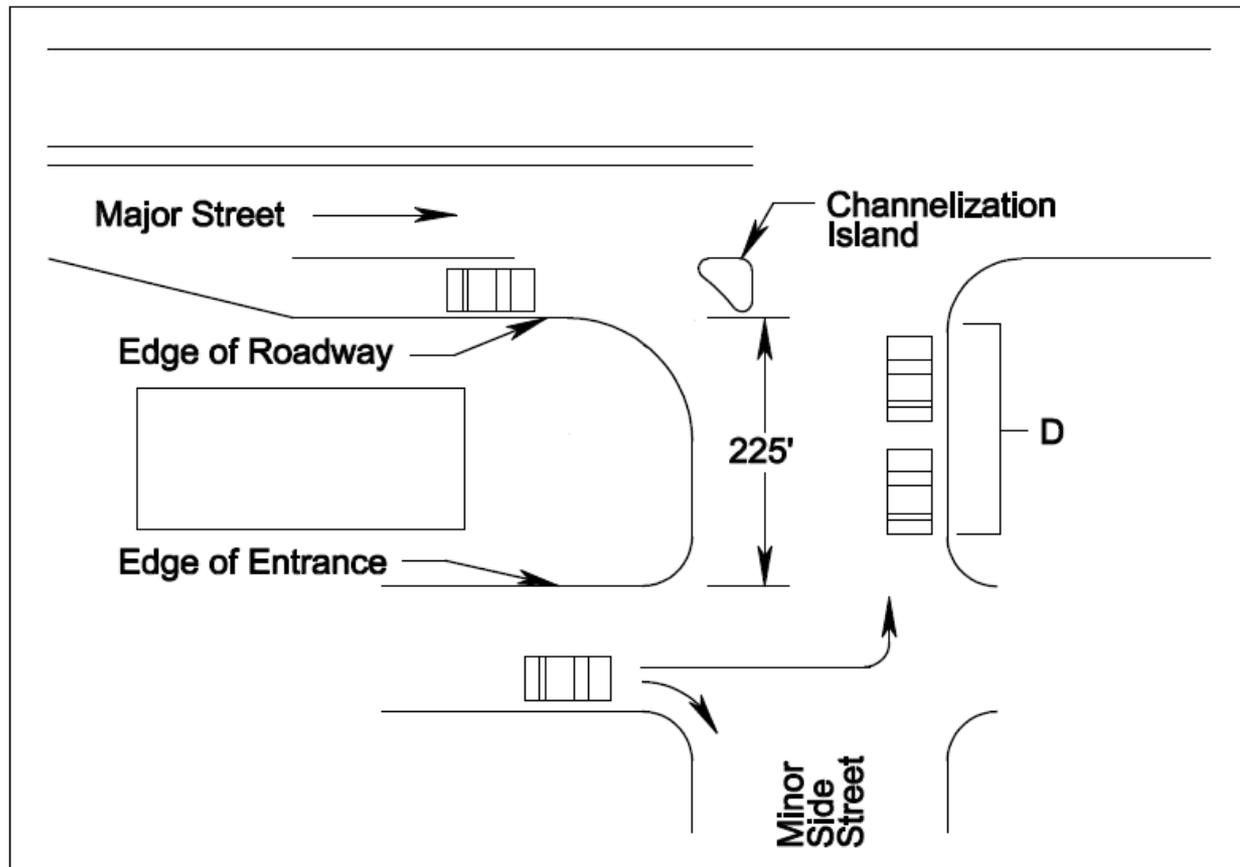
- Sufficiently offset to:
 - Prevent “left turn lock-up”
 - Prevent direct crossings



Access Management Entrance Spacing

Corner clearance

- 225' or queue length (D)
- Not required from intersection of two local roads



Access Management - Exceptions to Spacing Standards

- Exceptions/waivers to be approved by District Administrator's Designee
- Grandfathered locations for developments approved prior to Oct 2009
- Older established business corridor (existing adjacent spacing)
- Within new urbanism/traditional neighborhood developments
- VDOT required (SSAR) second entrance to a subdivision
- Parcel has insufficient useable frontage due to parcel dimensions, physical constraints
- VDOT approved access management corridor plans

Access Management – Corridor Plans

- Two Arterial Management Plan pilot projects underway
 - Route 3 in Spotsylvania County
 - Route 250 (and Route 623) in Goochland County
- Next AMP study
 - Route 106 in New Kent County
- Methodology to be applied by districts for locality-requested corridors
- Other access management corridor studies may also be used to set alternate entrance spacing

Land Use Permits

<http://www.virginiadot.org/business/bu-landUsePermits.asp>



Contacts:
District- Area Land Use Engineer
CO- Mutaz Alkhadra

Permits needed for any activity (except travel) on VDOT Right of Way

- District-wide permits
 - Utility service connections
 - Logging entrances (temporary)
 - Surveying
- Utility permits
- Entrances
- Assorted activities
 - Parades and races that block or stop traffic
 - Motorcycle rides and similar activities do NOT need permits
 - Signs
 - School speed limits
 - Memorials
 - Mobile food vending (coming soon)

Elements

- District-wide permits
 - Issued by Central Office
 - “District” defined as 9 contiguous counties or a single construction district
 - Not for: limited access, any activity that stops traffic for 15 minutes or more, cutting pavement
- Utility permits
 - Requirements
 - Depth: 36” (with exceptions down to 18”)
 - Height: 21’ over limited access R/W, 18’ crossing non-limited access highways, NESC otherwise
- Limited access permits
 - Review by CO, approval by Chief Engineer prior to issuance by District
- Vegetation control
 - Including volunteer activities
 - Outdoor Advertising related

Considerations

- Multiple sites/activities under one single-use permit
 - Principal activity plus related additives
 - Example: commercial entrance + additional entrance + 300' turn lane + 200' curb and gutter + 2 drop inlets + 200' storm sewer
 - Similar activities located nearby (within 2 miles)
 - Example: multiple private entrances (serving several lots) along a road
 - Similar activities at same location but at different times
 - Example: town parades over the course of a year
- Review and Approval
 - Area Land Use Engineer approves (usually)
 - Include other district sections if necessary in review
 - Coordinate with Residency Administrator/Resident Engineer
- Special permits
 - Can only be authorized for issuance by Central Office



VDOT Land Use Regulations