



TRAFFIC IMPACT ASSESSMENT 2017

Blackthorne Inn

Introduction

The Fauquier County Zoning Ordinance requires submission of a Traffic Assessment for all Special Exceptions that do not meet the threshold for a Traffic Impact Analysis pursuant to Section 301 of the Fauquier County Design Standards Manual. With this request Blackthorne Inn and Restaurant is requesting approval of a Category 7 Special Exception for a restaurant as an adaptive use; a Category 9 Special Exception for a resort with 24 guest cabin accommodations; and a Category 9 Special Exception to hold Class C events with a maximum of 250 people on a 50+ acre parcel zoned Rural Agriculture (RA).

The majority of the business by the restaurant and inn as well as the events occurs on weekends and during the evening hours and not during peak traffic times. The proposed use fronts on John S. Mosby Highway (Route 50). Chapter 10 of the Fauquier County Comprehensive Plan identifies Route 50 as a rural principal arterial and Virginia Byway.

Traffic Assessment

The Virginia Department of Transportation's (VDOT's) 2015 Jurisdiction Report of Daily Traffic Volume Estimates has an average annual daily (AADT) traffic count for Route 50 from US 17 in Paris to the Loudoun County line of 5,600 AADT.

The following trip generations were used from Section A301.B.1 of the Fauquier County Design Standards Manual or in the International Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition to perform this traffic assessment: Code 931 - Quality Restaurant which has trip generation rate of 2.81 trips per seat and Code 311 - All Suites Hotel which has a trip generation rate of 6.24 trips per room. It should be noted that this calculation is for a commercial hotel with short term stays, and leisure hotels use less than half that generation rate.

The a la carte restaurant and bar seats equate to 230 AADT, the hotel on average is 142 AADT. For the events, we used cars for the families and 40 people per bus, that would equate to 24 trips for the maximum 250 person social/wedding event including events support and vendors. A significant portion of the trips for the restaurant and events are concurrent hotel guests and are not additive, but for this we used the maximum number. Employees transport would range from 12-20, and for this calculation we used the higher number. The total is 416 AADT for the use.

The December 4, 2013 Blackthorne Inn Special Exception Community Development Staff report study equated to 285 AADT. The proposed use equates to an increase of 131 AADT, for an increase of 2.3% of the yearly traffic on Route 50.

All the uses operate during non-peak hours with the largest increase occurring on non-peak days and have minimal impact on Route 50. Event traffic is included in the annual figures above. Since Class C event traffic is date specific, rather than distributed over a year's time, it is helpful to consider times per year additional trips are created by events should there be the maximum number of attendees requested. The maximum events are projected at 34 per year, and smaller events of 30. Combined this would account for only 0.4% of the traffic on John S. Mosby Highway (Route 50).

In reviewing the timing and patterns of the traffic generated by the uses, 80% will be after 5:00 p.m. and on the weekends; therefore, it should not conflict with typical peak traffic associated with school buses and people going to and from work.