

GENERAL**1. Description**

This standard identifies the minimum requirements that shall be met for all driveway entrances in the design and construction of elements for Arlington County Horizontal Design Standards. The development of this standard is to provide greater guidance in the design and construction of driveway entrances while meeting the County's guiding principles for increasing pedestrian safety and accessibility, maximizing public use of curb space, decreasing County infrastructure costs and decreasing impervious surface area.

2. Related Arlington County Standards

- A. Arlington County Construction Standards and Specifications - 03100 Concrete Formwork, Reinforcement and Materials
- B. Arlington County - Driveway Apron Replacement Policy

3. Applicable Standards and Specifications

- A. Arlington County Zoning Ordinance – Section 33, Automobile Parking, Standing and Loading Spaces
- B. American with Disabilities Accessibility Public Rights-of-Way Accessibility Guidelines (PROWAG)

4. Quality Assurance

- A. Reserved

5. Submittals

- A. Reserved

DESIGN

Construction and maintenance of driveway entrances on public streets is the responsibility of the property owner that uses the entrance. All entrances must be constructed in accordance with County standards to ensure that the public right of way is safely maintained, and so pedestrians can safely transverse the driveway entrance along the sidewalk area. The owner is responsible for obtaining all appropriate right of way permits.

- A. Single Family and Semi Detached Driveway Entrances
1. Application – These standards shall be applied to the following dwelling types:
 - a. Single Family
 - b. Multi-Family
 - i. Duplex
 - ii. Townhouses - 3 or fewer dwellings with individual driveway access to the street frontage.
 - c. Exemption - An exemption will be granted to these requirements for the replacement of existing driveway entrances for maintenance only and that work on the entrance is not associated with a building permit or any other construction not carried out by the owner.
 2. Driveway Width - Single family driveway entrances shall be constructed to a width no greater than seventeen feet (17') measured at the back of the driveway apron or through to the back of the sidewalk, whether a sidewalk exists or is proposed, and whether such sidewalk is located within a public easement or public right-of-way (ROW). The driveway width shall remain at seventeen feet (17') through the established or proposed public ROW or easement. The aforesaid driveway width shall not apply to a driveway constructed on private property. There is no minimum driveway entrance width.
 3. Driveway Connectivity – Each driveway entrance shall be connected to a proposed or existing driveway.
 4. Driveway Placement – The placement of a driveway entrance for a single family residence shall comply with all of the following requirements:
 - a. Driveways near street intersections
 - i. Shall not be placed any closer than thirty feet (30') from the point of intersection (PI) of the projected extension of the existing or proposed face of curb of the two streets, and
 - ii. Shall not be placed any closer than fifteen feet (15') from the back of an existing or proposed painted traffic stop bar, and
 - iii. No portion of a driveway entrance shall be placed any closer to the intersection than the point-of-tangent (PT) or the point-of-curvature (PC) of an existing or proposed curb return, and
 - iv. No portion of a driveway entrance shall be placed within an existing or proposed curb return.
 - b. Corner lots

- i. A driveway entrance shall be placed on the street frontage with the lower street classification.
 - ii. If both streets have the same classification the driveway entrance shall be placed on the street frontage considered to be the minor street.
 - c. Adjacent lots
 - i. The county prefers that a separation of no less than twenty five feet (25') shall exist between driveway entrances on adjacent lots unless the entrances are connected to a shared driveway. This distance shall be measured at the face of curb where the flares or wings of a driveway entrance meet the curb.
- 5. Number of Entrances - The number of permitted driveway entrances that may be constructed on a single family lot is restricted to one. This restriction is to allow for a balance between the servicing of a driveway to a single family dwelling, the reduction of on-street parking and the reduction of vehicle - pedestrian conflicts.
 - a. An exception may be granted for one additional driveway entrance where one of the following conditions exist:
 - i. A residence's frontage is located on an arterial or neighborhood principal street, and it can be demonstrated that a second entrance shall eliminate the need for backing maneuvers onto or from the arterial or neighborhood principal street,
 - ii. A single family residence is located on a conforming R10 or R20 lot
 - b. For these exceptions to be granted the following restrictions shall apply:
 - i. The minimum separation between two driveway entrances shall be twenty feet (25') measured at the face of curb, and
 - ii. The maximum width of each driveway entrance shall be ten feet (10') at the point where the driveway entrance or parts thereof meet a public easement or the public right-of-way (ROW) of the single family residence lot, and
 - iii. Both driveways entrances shall meet all applicable County Standards, and.
 - iv. Subject to the approval of the Transportation Engineering and Operations (TE&O) Bureau Chief.
- 6. Construction – All driveway entrances shall be constructed to all applicable ADA requirements as stipulated in the most current PROWAG.

B. Multi-Family Driveway Entrances – Small Developments

1. **Application** – These standards shall be applied to Multi-Family developments with twenty (20) or fewer parking spaces.
2. **Driveway Width** - Driveway entrances shall be constructed to a width no less than twenty feet (20') and no greater than thirty feet (30') measured at the back of the driveway apron or through to the back of the sidewalk, whether a sidewalk exists or is proposed, and whether such sidewalk is located within a public easement or public right-of-way (ROW). The driveway width shall remain at a minimum of twenty feet (20') through the established or proposed public ROW or easement. The aforesaid driveway width shall not apply to a driveway constructed on private property.
3. **Driveway Placement** – The placement of a driveway entrance for a Multi-Family - Small Development shall comply with all of the following requirements:
 - a. **Driveways near street intersections**
 - i. Shall not be placed any closer than thirty feet (30') from the point of intersection (PI) of the projected extension of the existing or proposed face of curb of the two streets, and
 - ii. Shall not be placed any closer than fifteen feet (15') from the back of an existing or proposed painted traffic stop bar, and
 - iii. No portion of a driveway entrance shall be placed any closer to the intersection than the point-of-tangent (PT) or the point-of-curvature (PC) of an existing or proposed curb return, and
 - iv. No portion of a driveway entrance shall be placed within an existing or proposed curb-return. .
 - b. **Corner lots**
 - i. The driveway entrance shall be placed on the street frontage with the lower classification.
 - ii. If both streets have the same classification the driveway entrance shall be placed on the street frontage considered to be the minor street.
 - c. **Adjacent lots**
 - i. The county prefers that a separation of no less than twenty five feet (25') shall exist between driveway entrances on adjacent lots. This distance shall be measured at the face of curb where the flares or wings of a driveway entrance meet the curb.

4. **Number of Entrances** - The number of permitted driveway entrances that may be constructed is restricted to one per street frontage and shall not exceed two. This restriction is to allow for a balance between the servicing of a driveway to multi-family dwellings, the reduction of on-street parking and the reduction of vehicle - pedestrian conflicts.
 - a. An exception may be granted for additional driveway entrances on a project by project basis and at the discretion of the TE&O Bureau Chief.
5. **Construction** - All driveway entrances shall be constructed to all applicable ADA requirements as stipulated in the most current PROWAG.

C. Multi-Family Driveway Entrances - Large Developments

1. **Application** - These standards shall be applied to Multi-Family developments with twenty one (21) or more parking spaces.
2. **Driveway Width** - Driveway entrances shall be constructed to a minimum width of twenty feet (20') and no greater than thirty feet (30') measured at the back of the driveway apron or through to the back of the sidewalk, whether a sidewalk exists or is proposed, and whether such sidewalk is located within a public easement or public right-of-way (ROW). The driveway width shall remain at a minimum of twenty feet (20') through the established or proposed public ROW or easement. The aforesaid driveway width shall not apply to a driveway constructed on private property.
3. **Driveway Placement** - The placement of a driveway entrance for a Multi-Family - Large Development shall comply with all of the following requirements:
 - a. **Driveways near street intersections**
 - i. Shall not be placed any closer than thirty feet (30') from the point of intersection (PI) of the projected extension of the existing or proposed face of curb of the two streets, and
 - ii. Shall not be placed any closer than fifteen feet (15') from the back of an existing or proposed painted traffic stop bar, and
 - iii. No portion of a driveway entrance shall be placed any closer to the intersection than the point-of-tangent (PT) or the point-of-curvature (PC) of an existing or proposed curb return, and
 - iv. No portion of a driveway entrance shall be placed within an existing or proposed curb return.
 - b. **Corner lots**
 - i. The driveway entrance shall be placed on the street frontage with the lower classification.

- ii. If both streets have the same classification the driveway entrance shall be placed on the street frontage considered to be the minor street.
 - c. Adjacent lots
 - i. The county prefers that a separation of no less than thirty feet (30') shall exist between driveway entrances on adjacent lots. This distance shall be measured at the face of curb where the flares or wings of a driveway entrance meet the curb.
 - 4. Number of Entrances - The number of permitted driveway entrances that may be constructed is restricted to one per street frontage and shall not exceed two. This restriction is to allow for a balance between the servicing of a driveway to multi-family dwellings, the reduction of on-street parking and the reduction of vehicle - pedestrian conflicts.
 - a. An exception may be granted for additional driveway entrances on a project by project basis and at the discretion of the TE&O Bureau Chief.
 - 5. Construction – All driveway entrances shall be constructed to all applicable ADA requirements as stipulated in the most current PROWAG.
- D. Commercial/ Mixed-Use/ High-Rise and Other Driveway Entrances
 - 1. Application – These standards shall be applied to all Commercial, Mixed-Use, High-Rise and any other development types not previously addressed.
 - 2. Driveway Width
 - a. One way driveway entrances
 - i. Shall be constructed to a minimum width of fourteen feet (14') and a maximum of twenty feet (20').
 - ii. If the entrance is to be used as a fire lane then it shall be constructed to a width of twenty feet (20') unless it can be demonstrated to the satisfaction of the TE&O Bureau Chief that a larger entrance is needed.
 - b. Two way driveway entrances
 - i. Shall be constructed to a minimum width of twenty feet (20') and no greater than thirty feet (30') unless it can be demonstrated to the satisfaction of the TE&O Bureau Chief that a larger entrance is needed.
 - c. The width of the driveway shall be measured at the back of the driveway apron or through to the back of the sidewalk, whether a sidewalk exists or is proposed, and whether such sidewalk is located

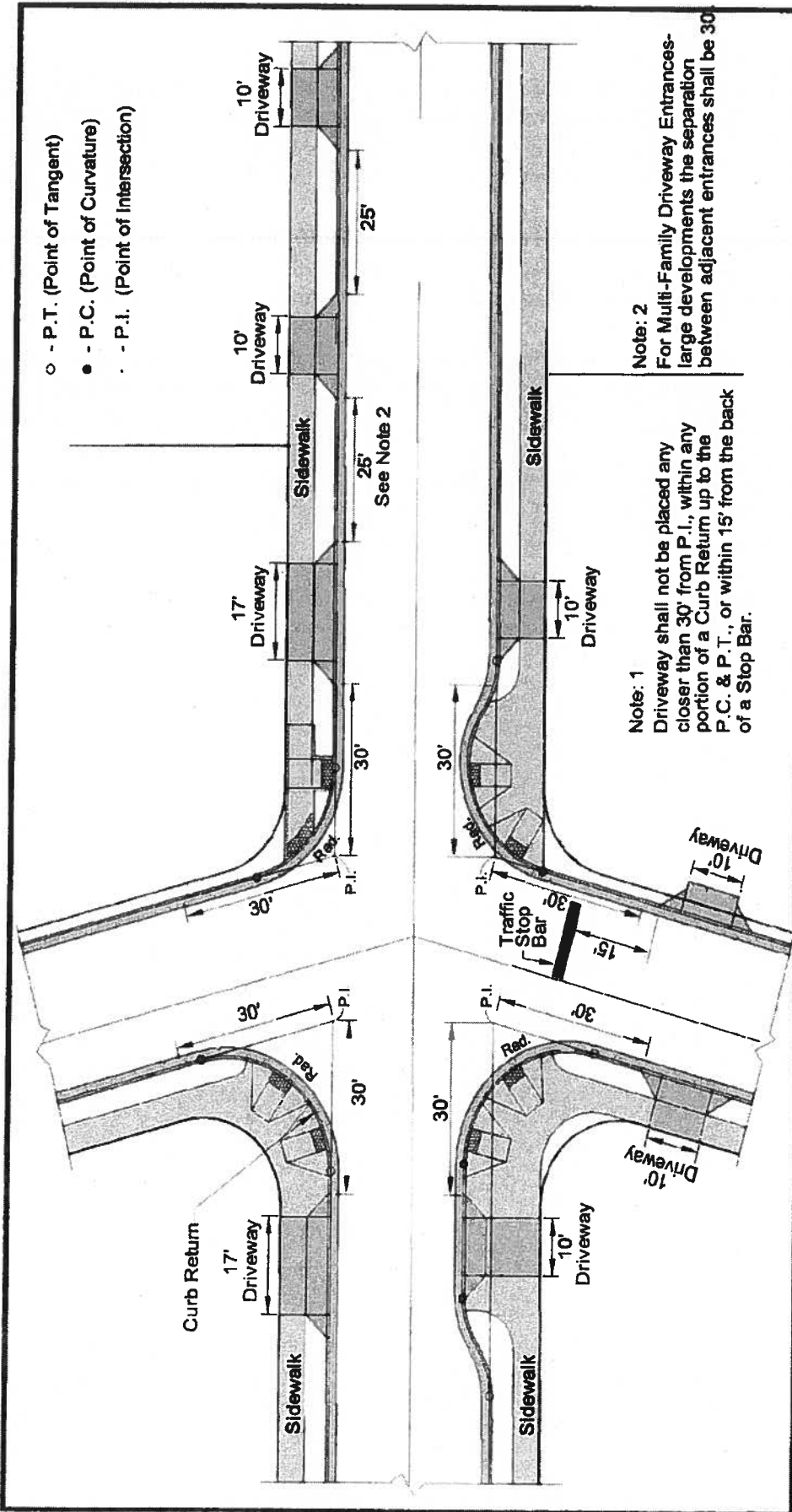
within a public easement or public right-of-way (ROW). The driveway width shall remain through the established or proposed public ROW or easement. The aforesaid driveway width shall not apply to a driveway constructed on private property.

3. **Driveway Placement** – The placement of a driveway entrance for Commercial, Mixed-Use, High-Rise and any other developments shall comply with all of the following requirements:
 - a. **Driveways near street intersections**
 - i. Shall not be placed any closer than Fifty feet (50') from the point of intersection (PI) of the projected extension of the existing or proposed face of curb of the two streets, and
 - ii. Shall not be placed any closer than fifteen feet (15') from the back of an existing or proposed painted traffic stop bar, and
 - iii. No portion of a driveway entrance shall be placed any closer to the intersection than the point-of-tangent (PT) or the point-of-curvature (PC) of an existing or proposed curb return, and
 - iv. No portion of a driveway entrance shall be placed within an existing or proposed curb-return.
 - b. **Corner lots**
 - i. The preferred location is the minor street. The driveway entrance may be permitted on a main street, but may be restricted to right in/right out turning movements. Careful consideration shall be given to the impact on residential neighborhoods.
 - ii. If both streets have the same classification the driveway entrance shall be placed on the street frontage considered to be the minor street.
 - c. **Adjacent lots**
 - i. The county prefers that adjacent lots share driveway entrances where possible and that a separation of no less than twenty five feet (25') shall exist between driveway entrances on adjacent lots if a shared driveway can not be established.
4. **Number of Entrances** - The number of permitted driveway entrances that shall be constructed is restricted to one per three hundred (300) linear feet of street front property measured at the curb and excluding any part between the point-of-tangent (PT) and the point-of-curvature (PC) of the curb at the intersection. This restriction is to allow for a balance between the servicing of a driveway to commercial developments, the reduction of on-street parking and the reduction of vehicle - pedestrian conflicts.

- a. An exception may be granted for additional driveway entrances on a project by project basis and at the discretion of the TE&O Bureau Chief.
 5. Construction – All driveway entrances shall be constructed to all applicable ADA requirements as stipulated in the most current PROWAG.
- E. Loading Dock Driveway Entrances
1. Application – These standards shall be applied to all loading dock entrances.
 2. Driveway Width - driveway entrances shall be constructed to a maximum width of twenty feet (20') unless it can be demonstrated to the satisfaction of the TE&O Bureau Chief that a larger entrance is needed. The width of the driveway shall be measured at the back of the driveway apron or through to the back of the sidewalk, whether a sidewalk exists or is proposed, and whether such sidewalk is located within a public easement or public right-of-way (ROW). The driveway width shall remain at twenty feet (20') through the established or proposed public ROW or easement. The aforesaid driveway width shall not apply to a driveway constructed on private property.
 3. Driveway Placement – The placement of a driveway entrance for a loading dock shall comply with all of the following requirements:
 - a. Driveways near street
 - i. Shall not be placed any closer than thirty feet (30') from the point of intersection (PI) of the projected extension of the existing or proposed face of curb of the two streets, and
 - ii. Shall not be placed any closer than fifteen feet (15') from the back of an existing or proposed painted traffic stop bar, and
 - iii. No portion of a driveway entrance shall be placed any closer to the intersection than the point-of-tangent (PT) or the point-of-curvature (PC) of an existing or proposed curb return, and
 - iv. No portion of a driveway entrance shall be placed within an existing or proposed curb-return.
 - b. Corner lots
 - i. The driveway entrance shall be placed on the street frontage with the lower classification.
 - ii. If both streets have the same classification the driveway entrance shall be placed on the street frontage considered to be the minor street.

- c. **Adjacent lots**
 - i. **The county prefers that a separation of no less than thirty feet (30') shall exist between driveway entrances on adjacent lots. This distance shall be measured at the face of curb where the flares or wings of a driveway entrance meet the curb.**
- 4. **Number of Entrances – The number of permitted driveway entrances that may be constructed is restricted to one per building. The County prefers multi-building developments to include a common loading dock.**
 - a. **An exception may be granted for additional driveway entrances on a project by project basis and at the discretion of the TE&O Bureau Chief.**
- 5. **Loading Dock and Entrance Operation- The design of the loading dock and entrance shall ensure that all vehicles servicing the loading dock shall not block the public sidewalk or street.**
- 6. **Construction – All driveway entrances shall be constructed to all applicable ADA requirements as stipulated in the most current PROWAG.**

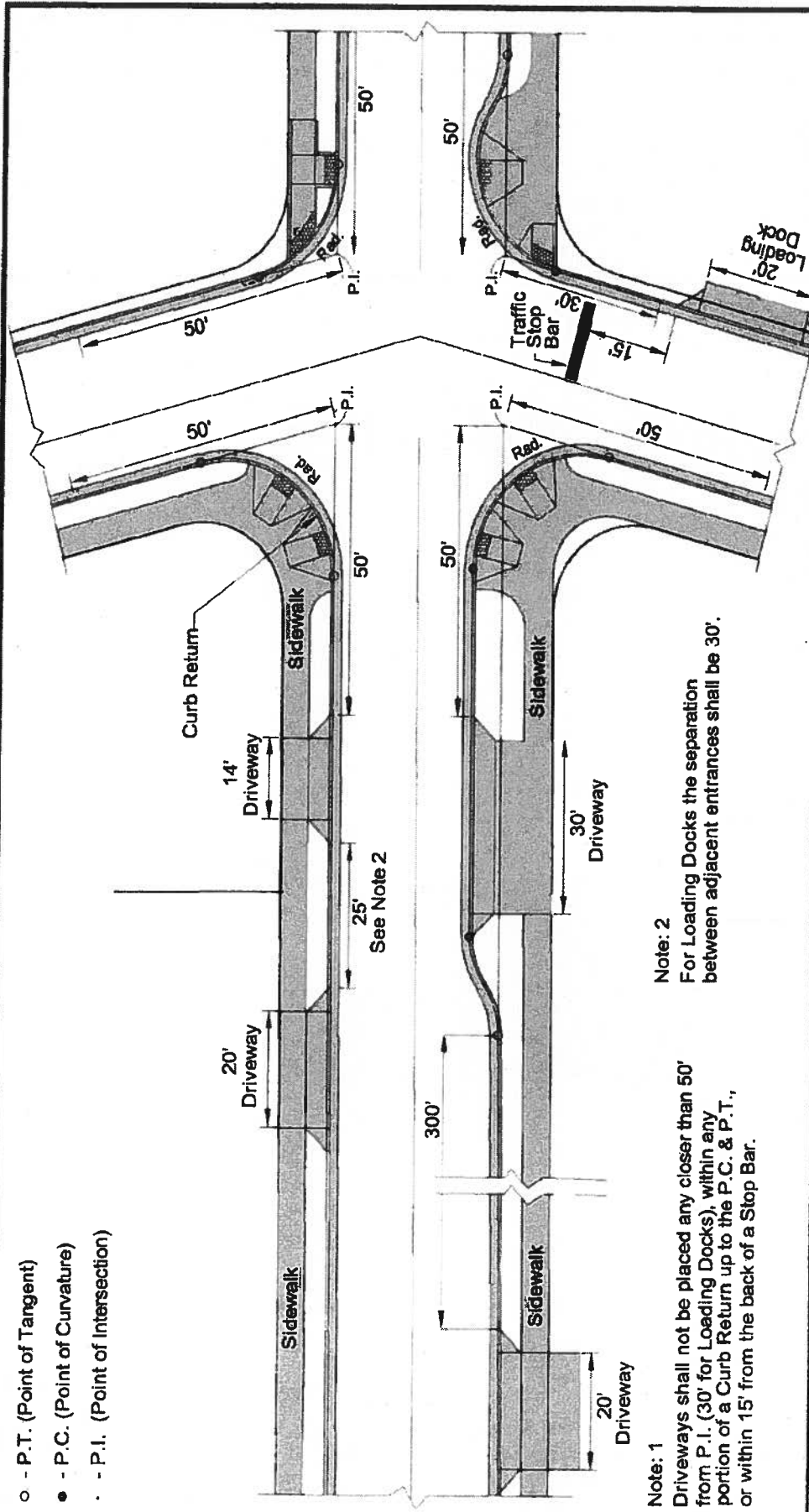
DETAILS



Residential Driveway Entrance Placement	04-10
	REVISION & DATE
ARLINGTON COUNTY, VIRGINIA DEPARTMENT OF ENVIRONMENTAL SERVICES	DRAWING NO. DW-1.0 Sheet 1 of 1



- - P.T. (Point of Tangent)
- - P.C. (Point of Curvature)
- - P.I. (Point of Intersection)



Note: 1

Driveways shall not be placed any closer than 50' from P.I. (30' for Loading Docks), within any portion of a Curb Return up to the P.C. & P.T., or within 15' from the back of a Stop Bar.

Note: 2

For Loading Docks the separation between adjacent entrances shall be 30'.

Loading Docks and Commercial/Mixed Use/Highrise & other Driveway Entrance Placement

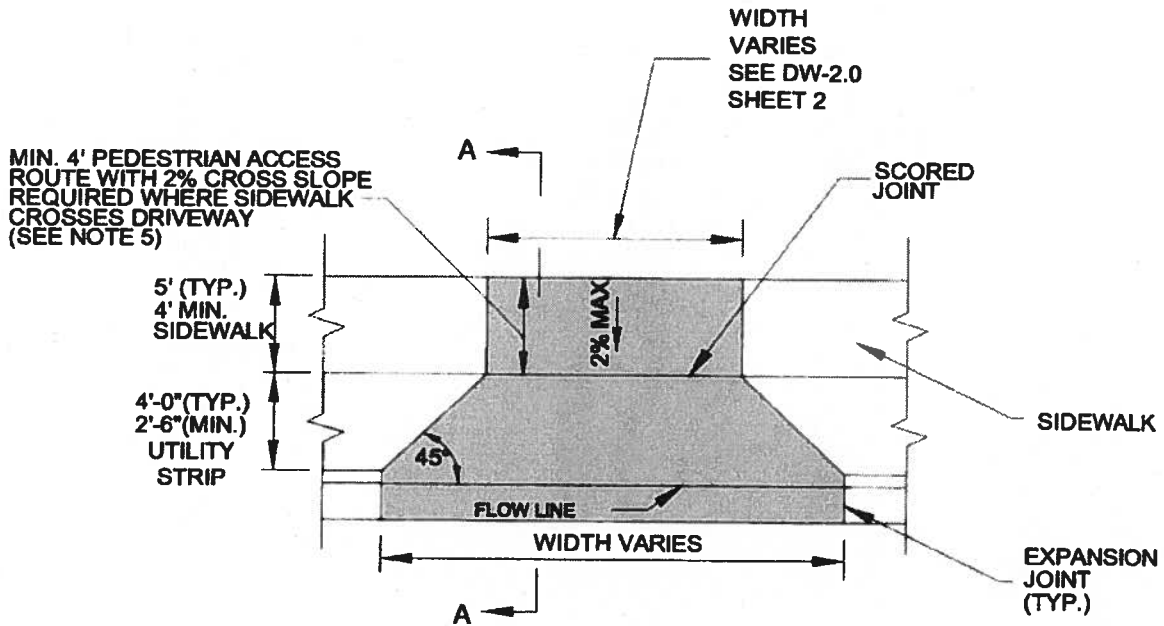
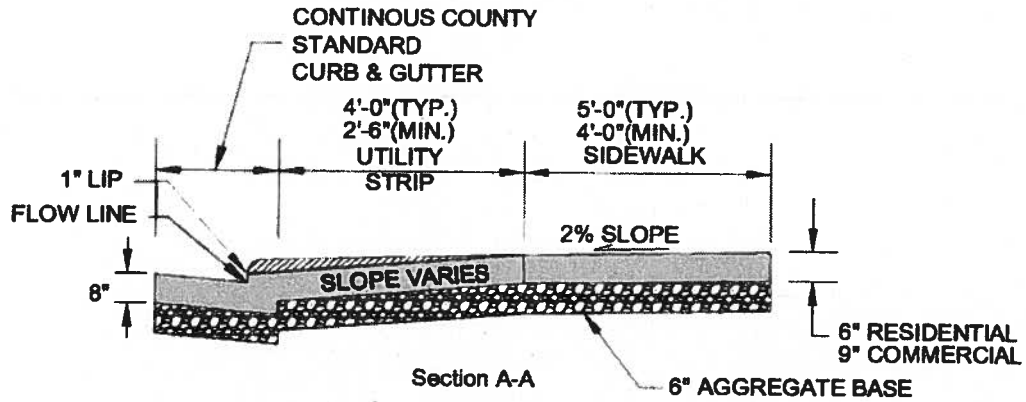
04-10

REVISION & DATE



ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES

DRAWING NO.
DW-1.1
Sheet 1 of 1



CONCRETE DRIVEWAY ENTRANCE

01-08

04-10

REVISION & DATE



ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES

DRAWING NO.

DW-2.0

SHEET 1 OF 2

NOTES:

1. WHEN DRIVEWAY WIDTH EXCEEDS 16' A 3/4" MIN. DEPTH SCORED JOINT SHALL BE PLACED ON CENTERLINE OF DRIVEWAY ENTRANCE OR EVERY 10'.
2. CONCRETE DRIVEWAY ENTRANCE SHALL BE POURED MONOLITHICALLY.
3. FOR GRAVEL DRIVEWAY, 4' OF 4" THICK ASPHALT SHALL BE PLACED AT BACK OF THE CONCRETE APRON FOR THE WIDTH OF THE DRIVE.
4. PROVIDE 6" MINIMUM AGGREGATE BASE HAVING MINIMUM CBR-30 UNDER DRIVEWAY ENTRANCE.
5. OWNER SHALL DEDICATE ALL PERMANENT EASEMENTS NECESSARY TO PROVIDE ADA COMPLIANT DRIVEWAY ENTRANCE AND SIDEWALK IF EXISTING OR PROPOSED SIDEWALK INTERSECTS DRIVEWAY.

RESIDENTIAL AND MULTIFAMILY

DRIVEWAY WIDTHS

	MINIMUM	MAXIMUM
SINGLE FAMILY - ONE ENTRANCE	N/A	17'
SINGLE FAMILY - TWO ENTRANCES	N/A	10'
MULTI FAMILY SMALL DEVELOPMENT	20'	30'
MULTI FAMILY LARGE DEVELOPMENT	20'	30'

COMMERCIAL

COMMERCIAL / MIXED USE / HIGHRISE & OTHER DRIVEWAY ENTRANCES USED AS ONE-WAY ENTRANCE	14'	20'
COMMERCIAL / MIXED USE / HIGHRISE & OTHER DRIVEWAY ENTRANCES USED AS A TWO WAY ENTRANCE	20'	30'
COMMERCIAL / MIXED USE / HIGHRISE & OTHER - FIRE LANE SEPARATE FROM DRIVEWAY ENTRANCES OR ONE-WAY ENTRANCES	20'	20'
LOADING DOCK	N/A	20'

CONCRETE DRIVEWAY ENTRANCE

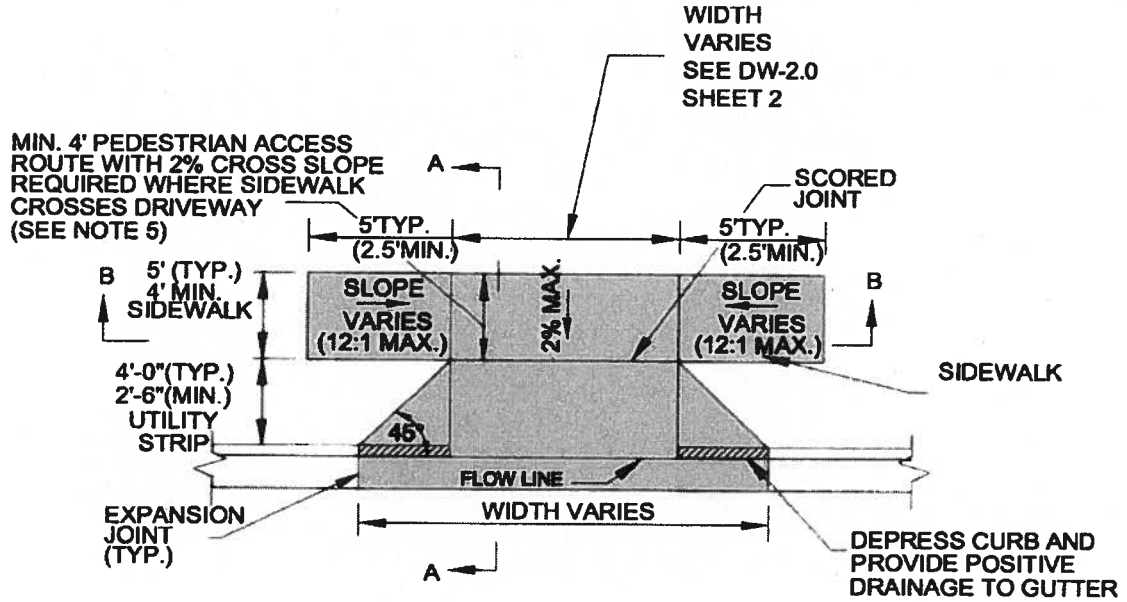
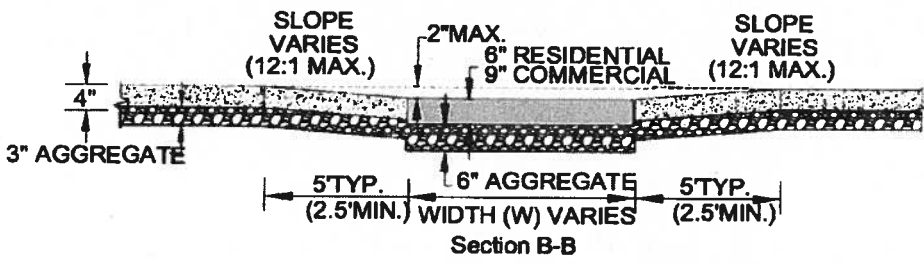
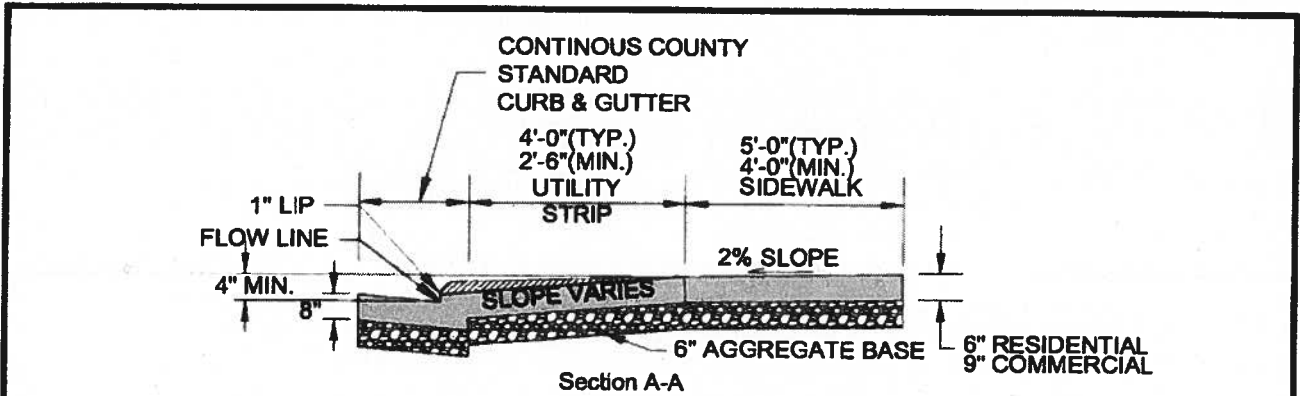
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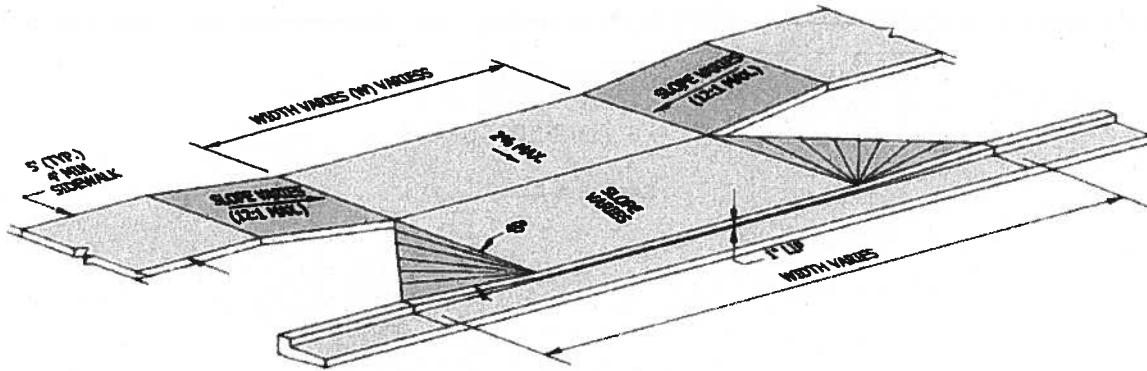


ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES

DRAWING NO.
DW-2.0
SHEET 2 OF 2



CONCRETE DRIVEWAY ENTRANCE	01-08	
	07-08	
	04-10	
	REVISION & DATE	
 <p>ARLINGTON COUNTY, VIRGINIA DEPARTMENT OF ENVIRONMENTAL SERVICES</p>	DRAWING NO. DW-2.1 Sheet 1 of 2	



NOTES:

1. WHEN DRIVEWAY WIDTH EXCEEDS 16' A 3/4" MIN. DEPTH SCORED JOINT SHALL BE PLACED ON CENTERLINE OF DRIVEWAY ENTRANCE OR EVERY 10'.
2. CONCRETE DRIVEWAY ENTRANCE SHALL BE POURED MONOLITHICALLY.
3. FOR GRAVEL DRIVEWAY, 4' OF 4" THICK ASPHALT SHALL BE PLACED AT BACK OF THE CONCRETE APRON FOR THE WIDTH OF THE DRIVE.
4. PROVIDE 6" MINIMUM AGGREGATE BASE HAVING MINIMUM CBR-30 UNDER DRIVEWAY ENTRANCE.
5. OWNER SHALL DEDICATE ALL PERMANENT EASEMENTS NECESSARY TO PROVIDE ADA COMPLIANT DRIVEWAY ENTRANCE AND SIDEWALK IF EXISTING OR PROPOSED SIDEWALK INTERSECTS DRIVEWAY.
6. OWNER/DEVELOPER SHALL SUBMIT HYDRAULIC CALCULATIONS TO VERIFY THAT 10 YR. STORM RUNOFF WILL BE RETAINED WITHIN THE GUTTER AND WILL NOT OVERTOP DEPRESSED DRIVEWAY/PEDESTRIAN ACCESS ROUTE. OVERLAND RELIEF AWAY FROM STRUCTURES SHALL BE DEMONSTRATED FOR STORMS IN EXCESS OF 10 YRS.
7. DETAIL DW-2.1 SHALL ONLY BE USED WHEN DW-2.0 WOULD INHIBIT VEHICULAR USE OF THE DRIVEWAY.

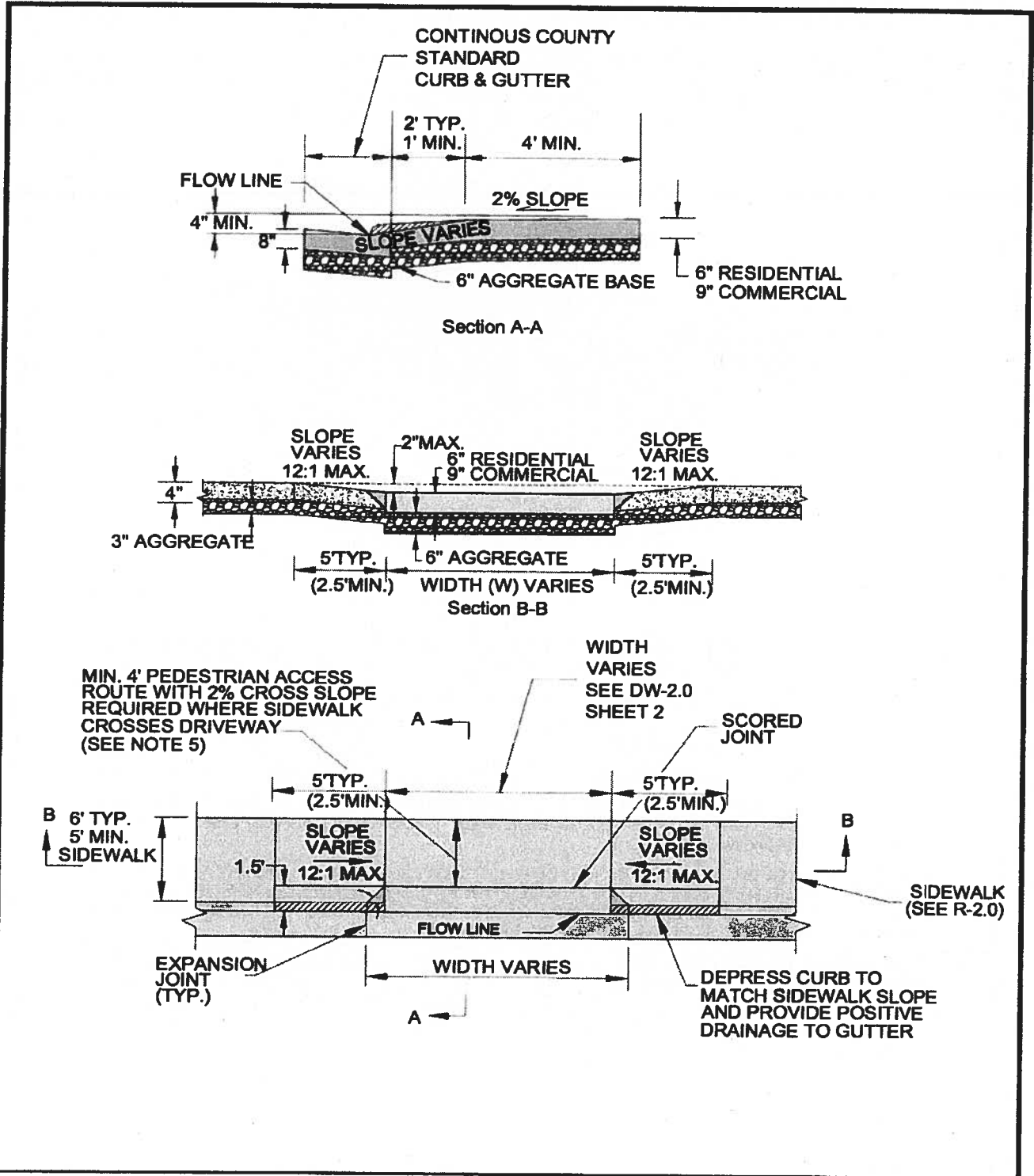
CONCRETE DRIVEWAY ENTRANCE


01-08	
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REVISION & DATE	

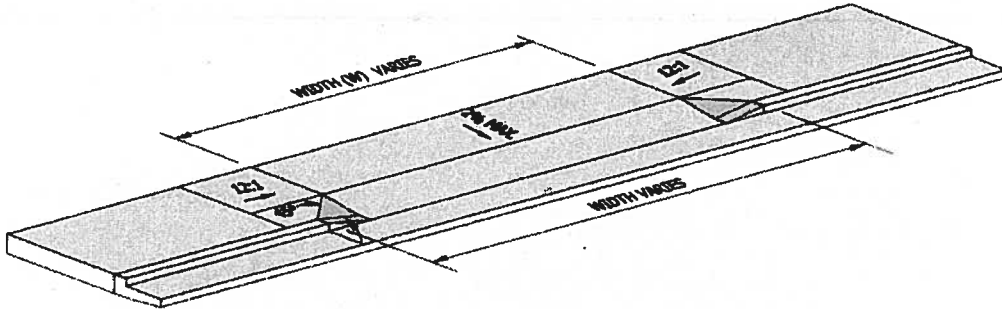


**ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES**

**DRAWING NO.
DW-2.1
Sheet 2 of 2**



CONCRETE DRIVEWAY ENTRANCE	07-08	
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 ARLINGTON COUNTY, VIRGINIA DEPARTMENT OF ENVIRONMENTAL SERVICES	DRAWING NO.	
	DW-2.2	
	Sheet 1 of 2	



NOTES:

1. WHEN DRIVEWAY WIDTH EXCEEDS 16' A 3/4" MIN. DEPTH SCORED JOINT SHALL BE PLACED ON CENTERLINE OF DRIVEWAY ENTRANCE OR EVERY 10'.
2. CONCRETE DRIVEWAY ENTRANCE SHALL BE POURED MONOLITHICALLY.
3. FOR GRAVEL DRIVEWAY, 4' OF 4" THICK ASPHALT SHALL BE PLACED AT BACK OF THE CONCRETE APRON FOR THE WIDTH OF THE DRIVE.
4. PROVIDE 6" MINIMUM AGGREGATE BASE HAVING MINIMUM CBR-30 UNDER DRIVEWAY ENTRANCE.
5. OWNER SHALL DEDICATE ALL PERMANENT EASEMENTS NECESSARY TO PROVIDE ADA COMPLIANT DRIVEWAY ENTRANCE AND SIDEWALK IF EXISTING OR PROPOSED SIDEWALK INTERSECTS DRIVEWAY.
6. OWNER/DEVELOPER SHALL SUBMIT HYDRAULIC CALCULATIONS TO VERIFY THAT 10 YR. STORM RUNOFF WILL BE RETAINED WITHIN THE GUTTER AND WILL NOT OVERTOP DEPRESSED DRIVEWAY/PEDESTRIAN ACCESS ROUTE. OVERLAND RELIEF AWAY FROM STRUCTURES SHALL BE DEMONSTRATED FOR STORMS IN EXCESS OF 10 YRS.
7. DETAIL DW-2.2 SHALL ONLY BE USED WHEN DW-2.0 OR DW-2.1 WOULD INHIBIT VEHICULAR USE OF THE DRIVEWAY.

CONCRETE DRIVEWAY ENTRANCE

07-08

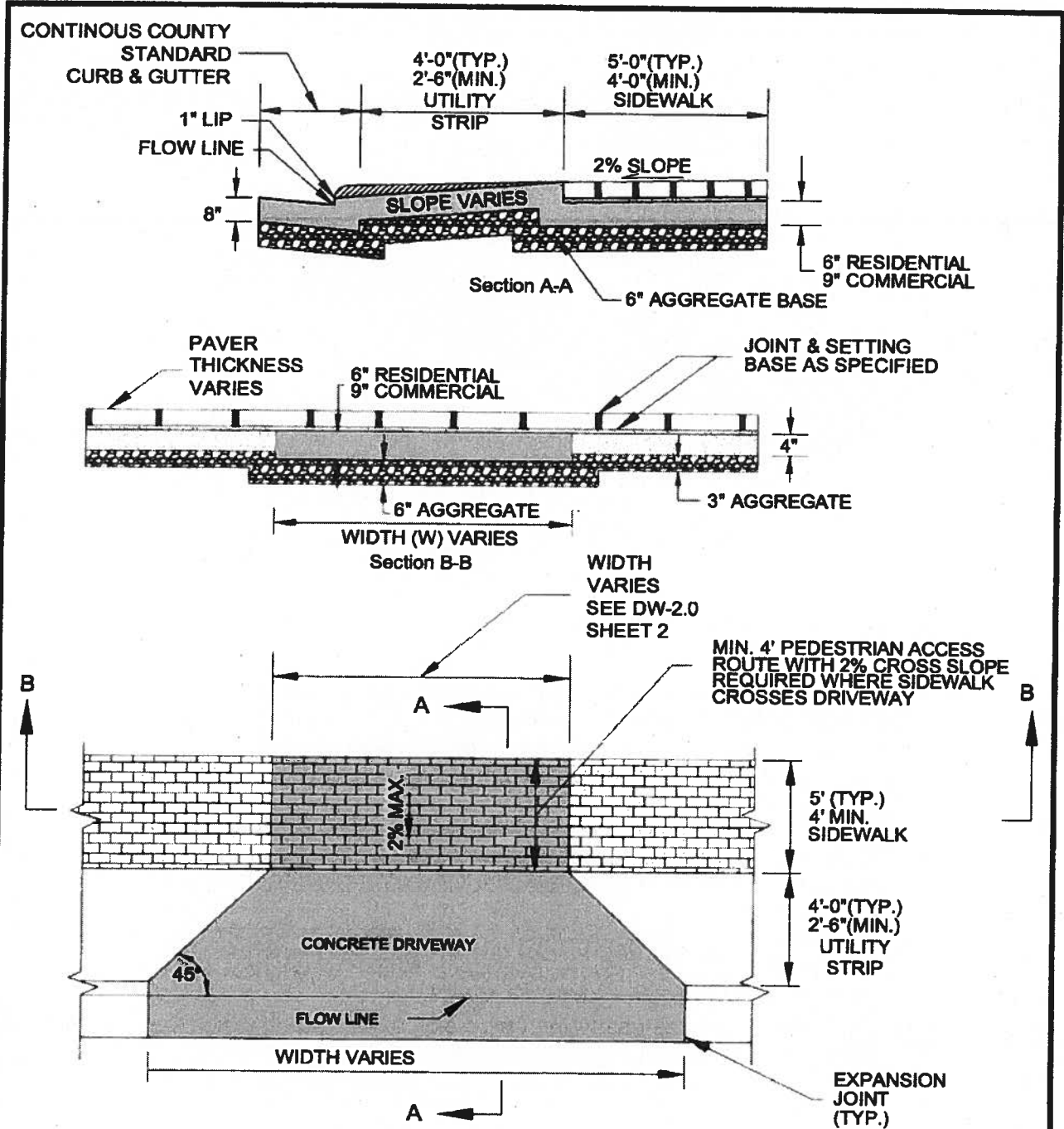
04-10

REVISION & DATE



**ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES**

**DRAWING NO.
DW-2.2
Sheet 2 of 2**



NOTES:

1. FOR ADDITIONAL DRIVEWAY DETAILS SEE DRAWING DW-2.0, DW-2.1, DW-2.2

CONCRETE DRIVEWAY WITH BRICK PAVER SIDEWALKS

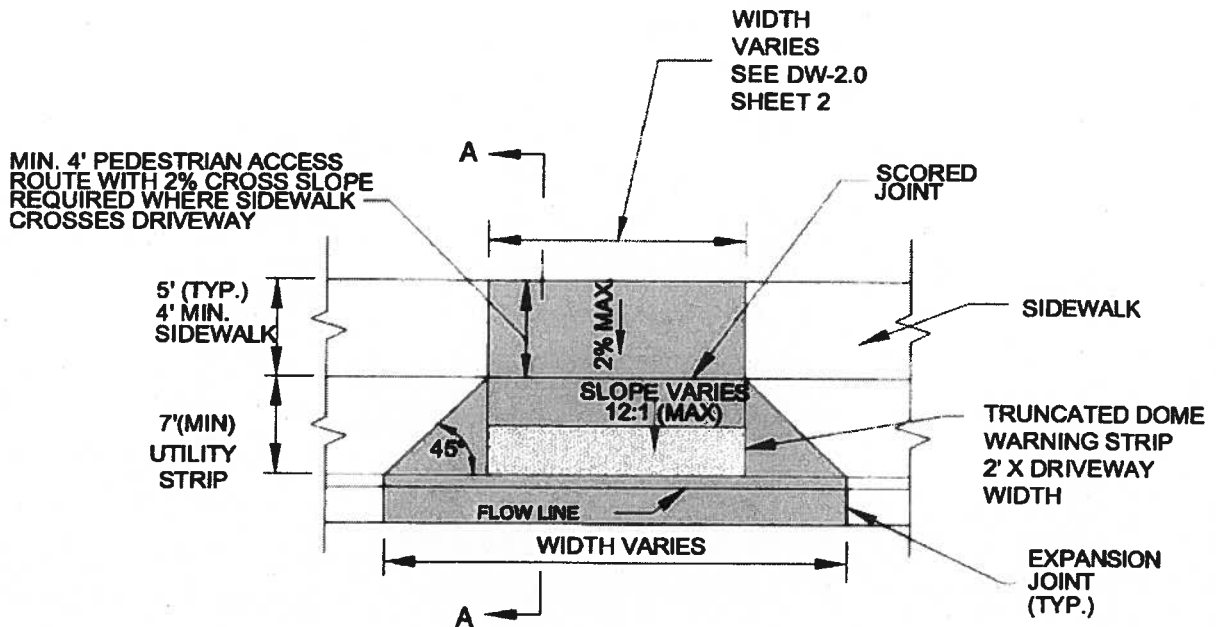
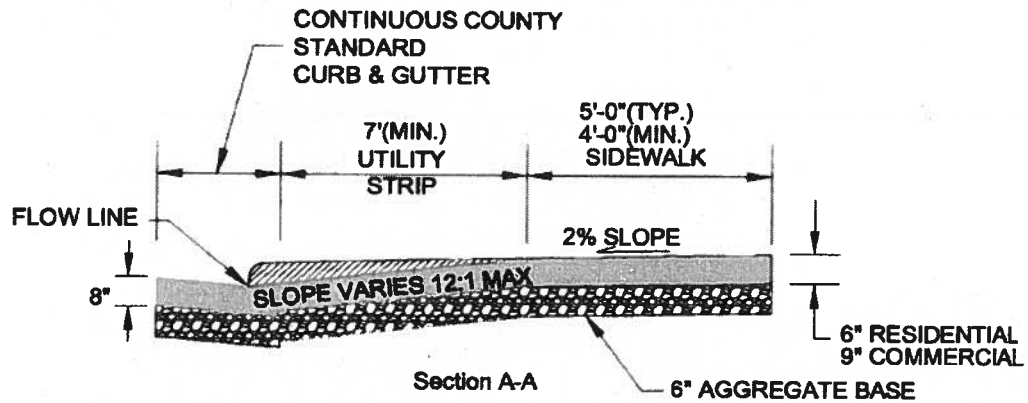
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ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES

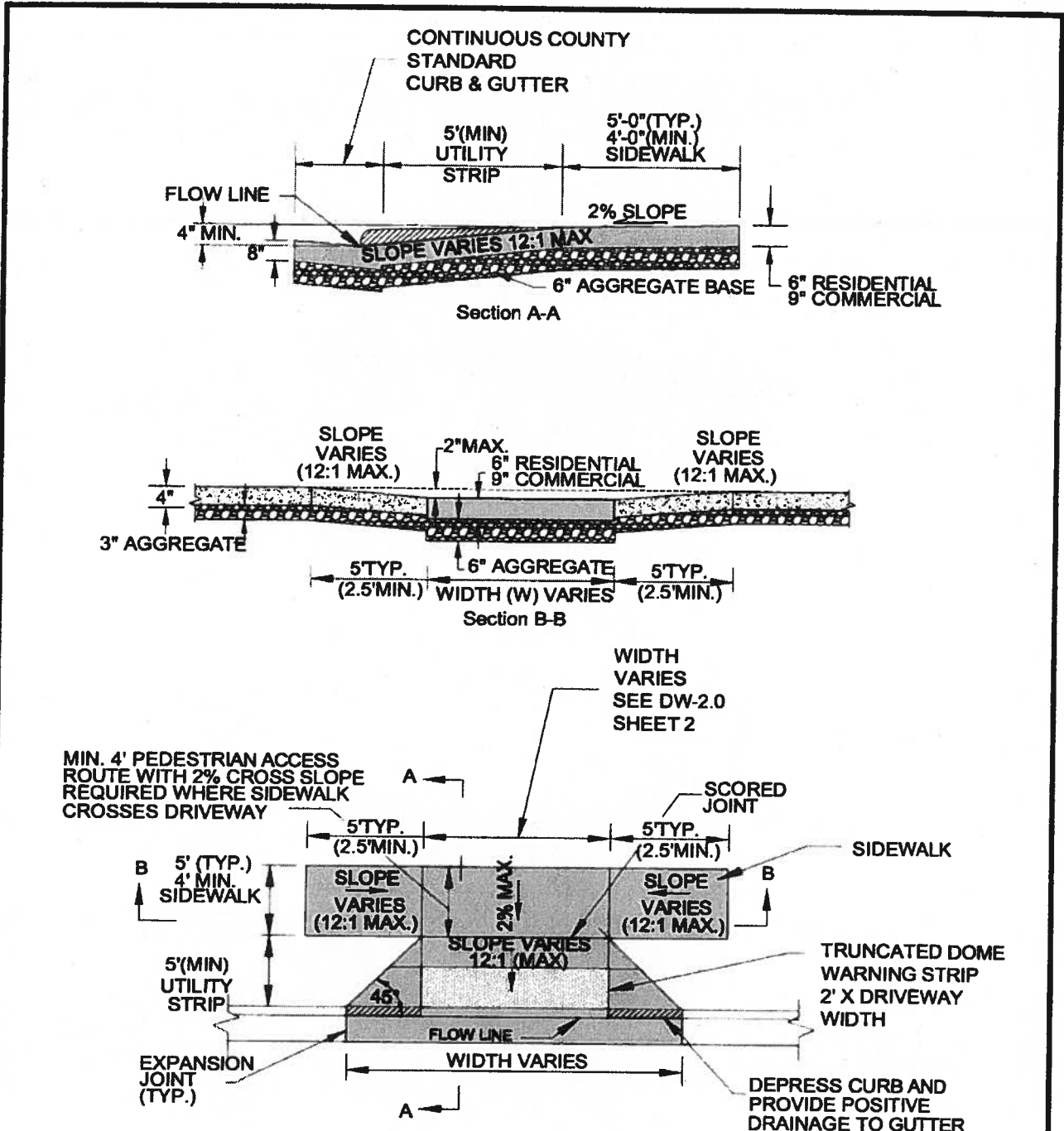
DRAWING NO.
DW-2.3



NOTES:

1. FOR ADDITIONAL DRIVEWAY DETAILS SEE DRAWING DW-2.0, DW-2.1, DW-2.2, DW-2.3
2. NO LIP SHALL BE CONSTRUCTED AT FOOT OF DRIVEWAY/RAMP
3. ONLY TO BE USED ON NEIGHBORHOOD MINOR (RESIDENTIAL) STREETS PENDING APPROVAL BY TE&O

COMBINATION DRIVEWAY ENTRANCE/CURB RAMP	04-10	
	REVISION & DATE	
 ARLINGTON VIRGINIA ARLINGTON COUNTY, VIRGINIA DEPARTMENT OF ENVIRONMENTAL SERVICES	DRAWING NO. DW-2.4	



NOTES:

1. FOR ADDITIONAL DRIVEWAY DETAILS SEE DRAWING DW-2.0, DW-2.1, DW-2.2, DW-2.3
2. NO LIP SHALL BE CONSTRUCTED AT FOOT OF DRIVEWAY/RAMP
3. ONLY TO BE USED ON NEIGHBORHOOD MINOR (RESIDENTIAL) STREETS PENDING APPROVAL BY TE&O

COMBINATION DRIVEWAY ENTRANCE/CURB RAMP

04-10

REVISION & DATE



ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES

DRAWING NO.
DW-2.5