



## Powhatan County Planning Commission

### **Agenda: Work Session Meeting**

Wednesday, January 22, 2025, 6 p.m.

Powhatan Village Building Conference Room

3910 Old Buckingham Road

### **MEETING PROCEDURE AND PUBLIC PARTICIPATION**

All Planning Commission meetings are open to the public and interested persons may participate on the day and time specified above. The meeting may be watched live at [powhatanva.gov/432/Live-Stream-of-Powhatan-County-Meetings](https://powhatanva.gov/432/Live-Stream-of-Powhatan-County-Meetings).

#### **1. Call to Order**

Kenneth Hatcher

#### **2. Adoption of Agenda**

Request to postpone action, amend, or approve Agenda as presented

#### **3. Administrative Items**

None

#### **4. Work Session Discussion Items:**

- a. [Highway Commercial Overlay District \(HCOD\)](#)
- b. [Land Locked Parcels/Flag Lots](#)
- c. [Conservation Subdivisions](#)
- d. [Access Connections/Limitations Per Parcel \(Sub. Ordinance, Sec. 68-175, h.\)](#)

#### **5. Adjourn** – Next Regular Meeting: Tuesday, February 4, 2025 (6 p.m., Organizational Meeting)



## Agenda Item 4 a)

Note: the updated draft HCOD ordinance is attached after this memo and contains "**DRAFT 1/16/2025**" at the top.

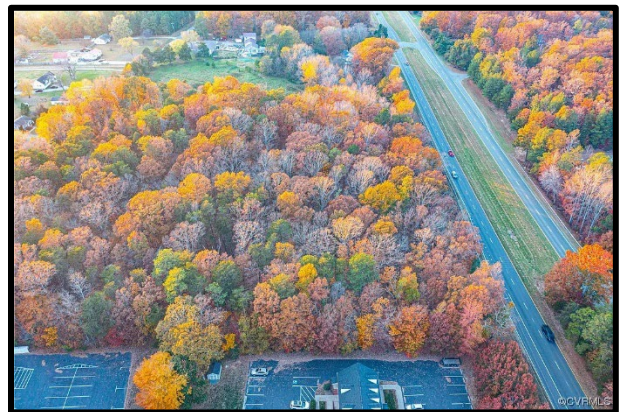
**November 19, 2024**

**To: Planning Commission**

**From: Ligon Webb, Director of Planning**

**RE: Consideration for the creation of a Highway Corridor Overlay District (HCOD)**

**Background** – In August 2024, the Powhatan County Board of Supervisors directed the Planning Commission to study ordinance amendments focused on "Route 60 Development Standards" and "Route 60 Turning Lanes." To do so, the Planning Director recommends studying the potential of establishing a Highway Corridor Overlay District (HCOD) as tool for enhancing development standards along this essential transportation and commercial corridors.



The rationale for establishing a HCOD along Route 60 (i.e., US 60/Anderson Highway), or other primary transportation routes, is based on the critical role that such routes serve as vital commercial corridors and principal gateways into the Powhatan County. And as future commercial development is anticipated along Anderson Highway (for example), an overlay district could be designed to uphold a higher and more stringent standards for future development than what existing zoning provides. These enhanced standards could include, but are limited to, architectural design standards increased setbacks, enhanced buffers, landscaping, and screening, signage, parking location, and access management. Access management concerns could limit the number of access points, encourage shared entrances, require inter-parcel connections, and consider/plan for the development of parallel roadways.

**Authority to Establish a HCOD**- In Virginia, the statutory authority for localities to establish a Highway Corridor Overlay District (HCOD), or any zoning overlay district, is derived from the Code of Virginia § 15.2-2280. This provision grants localities the authority to regulate land use and create zoning districts within their jurisdictions for various purposes, including to "provide for

the general purpose of promoting the health, safety, and general welfare of the public." Under this authority, localities can establish overlay districts to address specific land use concerns such as aesthetics, traffic flow, and development standards along critical corridors. Overlay districts, such as HCODs, help localities achieve these objectives by allowing them to apply targeted requirements on properties within a designated corridor or area.

Further, § 15.2-2286 empowers localities to adopt ordinances for specific zoning regulations, including conditional zoning and overlay districts, which may impose more restrictive development standards than the underlying zoning. This section is often used to create overlays that enforce additional standards for architectural design, setbacks, landscaping, and shared access in commercial corridors, especially to control traffic impacts and maintain the aesthetic appeal of high-visibility areas like highways.

Together, these provisions support the creation of HCODs as a tool to manage development in key areas like Anderson Highway, enhancing safety, traffic flow, and visual character in alignment with local comprehensive plans.

Although there isn't a centralized count of HCODs across the state, it's clear that they are a widely used tool in growth management for highway corridors in both urban and rural settings. Many growing counties in Virginia have implemented them as part of their zoning strategies to balance development pressures with aesthetic and environmental consideration.

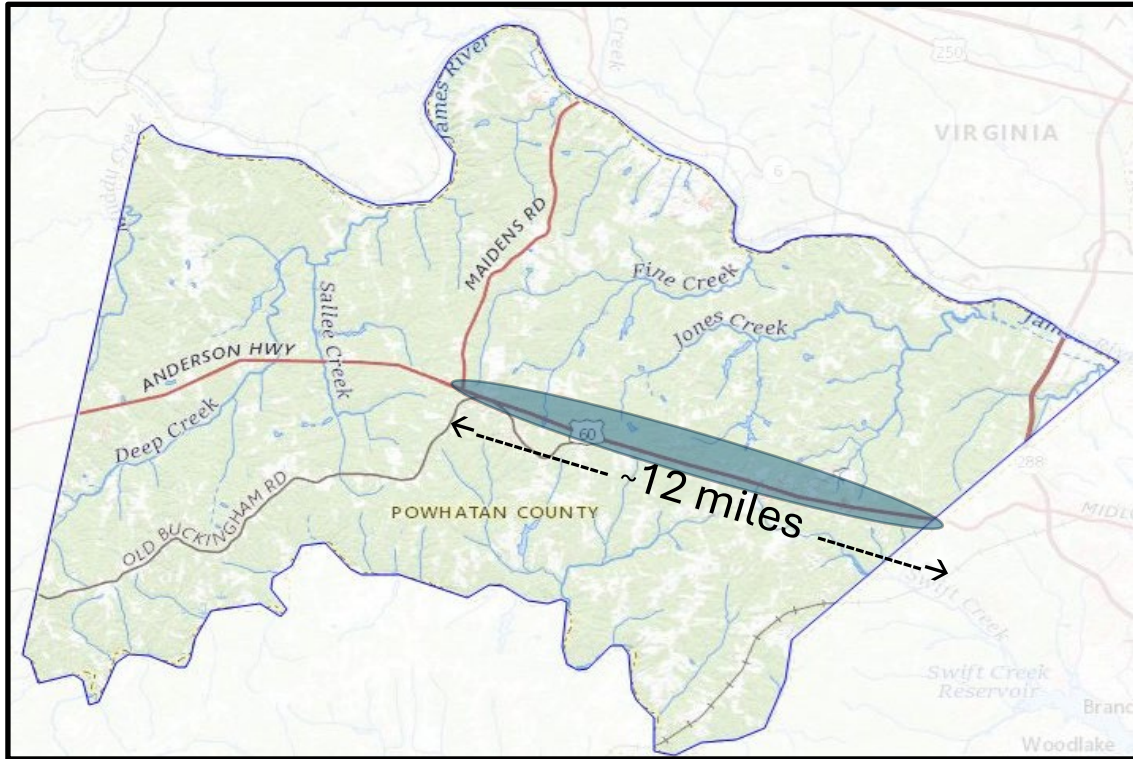


The image on the left, is an example of a corridor with few design standards or regulations. The image on the right, is a similar corridor with enhanced regulations and standards.

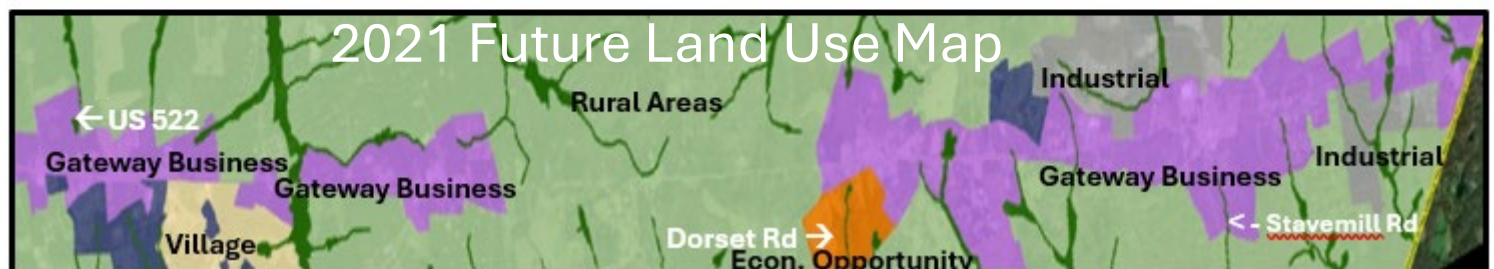
**Potential HCOD Boundaries** - Powhatan County is traversed by several principal transportation corridors, the most significant of which is Anderson Highway. This highway bisects the county east/west for approximately 21 miles. A key section of Anderson Highway, about 12 miles in length, is a four-lane divided highway from Maidens Road (US 522) to the Chesterfield County line. This segment of the highway experiences the county's highest traffic volumes, with daily vehicle counts ranging from 25,000 to 35,000 trips per day and is the location of a high concentration of commercial uses.

The Planning Director recommends considering establishing a HCOD along Anderson Highway, specifically east from Maidens Road to the Chesterfield County line.

Other areas to consider for a HCOD include west Anderson Highway (Maidens Road to Cumberland County line), Maidens Road (Anderson Highway to Goochland County line), and Huguenot Road (Maidens Road to Chesterfield County line).



**Existing Conditions: East Anderson Highway** – The maps below show the existing zoning and 2021 Countywide Future Land Use Map for the ~ 12 miles of Anderson Highway from Maidens Road to the Chesterfield County line.



The existing zoning map highlights that this segment of Anderson Highway includes numerous areas designated for commercial uses and hosts a substantial portion of the County's current commercial activity. Furthermore, the 2021 Countywide Future Land Use Map identifies significant areas along this corridor as appropriate for future business and light industrial development. It is expected that much of the County's potential growth in these sectors will occur in proximity to Anderson Highway, with direct access to the corridor. Therefore, the County is encouraged to study the possibility of establishing a HCOD for this area.

One the next page, is a draft of a potential HCOD for the identified 12-mile corridor of Anderson Highway.

# DRAFT 1/16/2025

## Highway Corridor Overlay District (HCOD)

### XX.X Purpose and Intent

The purpose of this district is to protect and promote public health, safety, and general welfare by reducing traffic congestion, maintaining the functionality of arterial and primary highways, and ensuring desirable land use in accordance with the Comprehensive Plan. The HCOD seeks to:

- (1) Improve pedestrian and vehicular circulation.
- (2) Encourage high-quality architectural designs that create functional and visually appealing relationships between buildings, the street system, and surrounding areas.
- (3) Enhance aesthetics and safety through consistent design standards for development, redevelopment, and exterior renovations.
- (4) All standards herein supplement those of the underlying zoning district, with the more restrictive provision taking precedence. Compliance with all applicable state and federal laws, including the Uniform Statewide Building Code, is required.

### XX.X District Boundaries

The Highway Corridor Overlay District boundaries shall include all parcels containing frontage on US 60 (Anderson Highway) from Maidens Road (US 522) to the Chesterfield County line.

### XX.X Establishment of Districts

The HCOD shall overlay and supplement all underlying zoning districts. Parcels within the HCOD shall comply with the requirements of both the overlay and underlying districts. The more restrictive regulation shall apply in the case of conflict.

### XX.X Administration

The administration of this section shall be through Chapter 83 (Zoning Ordinance), Article II (Administration), and Section 83-123 (g) (Site Plan Requirements).

(1) Development proposals inconsistent with these standards may be deemed non-compliant unless justified through an approved modification in accordance with sections XX.X (Modifications).

(2) Per sections XX.X (Modifications) deviations, exceptions, or modifications of development(s) proposals shall be submitted to the Planning Director for review and determination as to whether the deviation can be approved administratively or by the Board of Supervisors.

### **XX.X Permitted Uses**

All uses permitted by right or conditional use in the underlying zoning districts are allowed within the HCOD.

### **XX.X Lot Area and Dimensional Requirements**

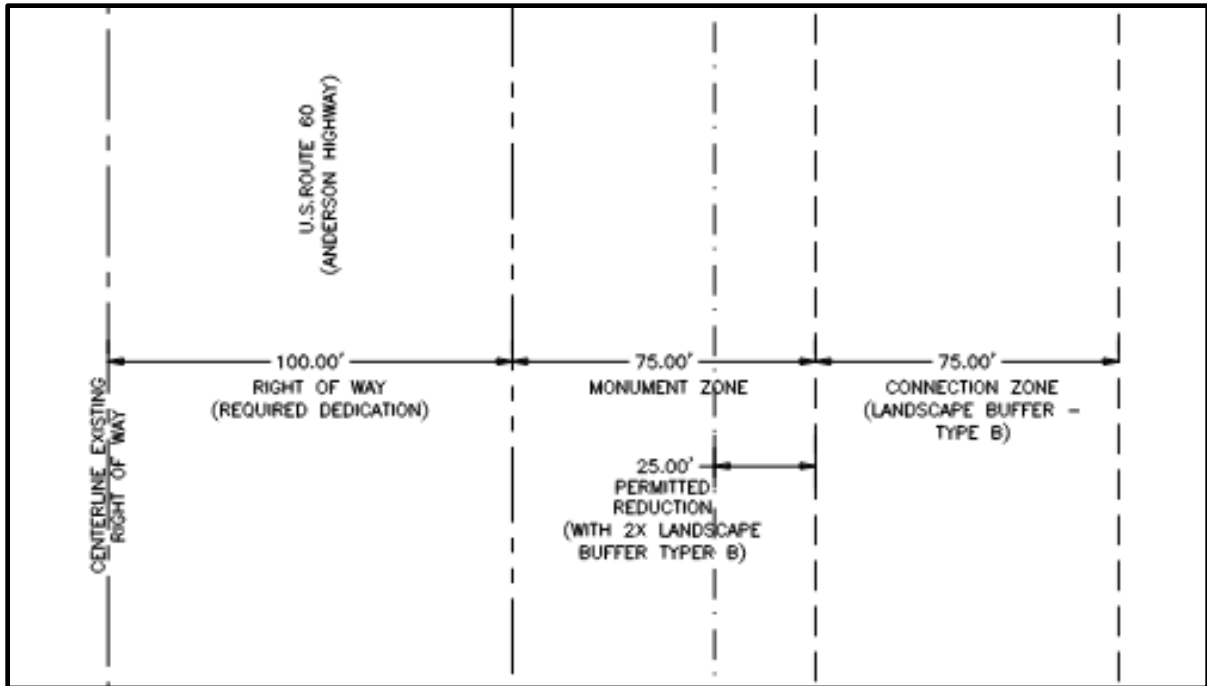
(1) Setbacks within the HCOD, the minimum setback for parking, hard surfaced areas, and access travel lanes fronting Anderson Highway shall be 75 feet from the edge of road. The minimum setback for buildings fronting Anderson Highway shall be 150 feet from the edge of road.

a. All parcels shall dedicate 100-ft of right of way from the centerline of US 60 (Anderson Highway) free and clear to the County prior to issuance of a Land Disturbance Permit.

b. 75 feet from the edge of the right of way shall be the monument zone and shall include landscaping and signage. Landscape planting within the monument zone shall comply with Section XX.X Design Standards, Section (3).

c. 75 feet from the edge of the monument zone shall be the connection zone to allow for inter parcel access and parking as determined during Site Plan review. Parking lot and access aisle design within the access zone shall comply with Section XX.X Design Standards, Section (2).

e.



## PICTURE

(2) Permitted uses within the setback may include:

- a. Pedestrian accessways (sidewalks, multi-use paths, trails).
- b. Landscaping, including trees, shrubs, and decorative features.
- c. A single freestanding externally illuminated monument sign, not exceeding 6 feet in height and 36 square feet in area. If signage is part multi-tenant development (i.e., shopping center, office park, industrial park), a single freestanding externally illuminated monument sign, not exceeding 10 feet in height and 50 square feet in area.
- d. Retention ponds, landscape buffers, and stormwater management features.

### **XX.X Nonconforming Structures and Uses**

- (1) Nonconforming structures located on parcels not currently zoned commercial or industrial that seek rezoning but do not comply with HCOD setbacks may be expanded or altered, provided compliance with all other HCOD regulations.
- (2) Existing nonconforming structures on parcels already zoned commercially (CC or Light Industrial) will be required to conform with HCOD if the parcel's principal



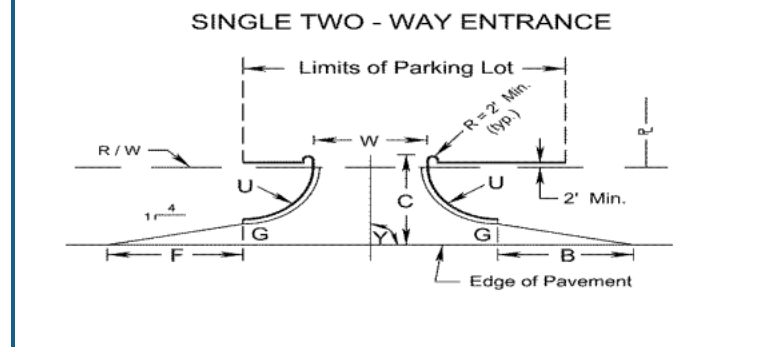
building has a change of use and/or is expanded by 25 percent above existing building footprint.

## **XX.X Design Standards**

### **(1) Access and Circulation**

- a. A Trip Generation Analysis, based on the latest traffic generation data from the most current edition of the Institute of Transportation Engineers' Trip Generation Manual, must be submitted by a licensed engineer for all developments within the HCOD.
- b. An Access Plan must be submitted and demonstrate that the follow items are satisfied:
  1. The use of an existing or proposed shared entrance is required unless obtaining an access easement is not feasible. Additionally, provisions must be made for inter-parcel connections to adjoining properties via the "connection zone" as articulated in XX.XX, or other parcel areas as deemed necessary by the Planning Director. New development and existing nonconforming parcels and/or structures, as defined in Section XX.XX (Nonconforming Structures or Uses), should avoid "stand-alone" designs and instead must be integrated into the surrounding development or designed to accommodate future access to adjacent and adjoining parcels.
  2. Each single use, or multi-use, development shall be accessed via a high-volume commercial entrance. Taper lanes, storage/stacking lanes, and turn lanes shall be required based upon recommendations presented in the traffic analysis as required per XX.X Design Standards, b. 4 of this ordinance.

## COMMERCIAL ENTRANCE DESIGNS ALONG HIGHWAYS WITH SHOULDERS



3. Adequate internal circulation to minimize traffic impacts on public roads. This includes connections between adjacent developments to help facilitate the development of parallel roadways.
  4. The connection zone shall contain a minimum 30-ft wide travel way designed for heavy duty traffic loading. The connection zone may contain parking on either or both sides of the travel way. The parking shall be a minimum of 10-ft wide and 20-ft deep for parking spaces oriented perpendicular to the travel way. Any modification to the location of the access zone travel way must be approved by the Director of Planning.
  5. The connection zone travel way shall be encompassed in a required cross-access easement, to be dedicated prior to issuance of a Land Disturbance Permit. Modification to the location of the connection zone (outside of the access zone) shall require dedication of a cross-access easement.
  6. A traffic impact analysis (TIA), traffic impact memorandum, and/or a turn lane warrant analysis shall be submitted with any Site Plan, Conditional Use Permit, or rezoning application. The type and scope of the analysis shall be determined by the Planning Director based upon the trip generation data of the proposed use(s).
- c. Connection Zone access aisle shall use durable materials such as asphalt, concrete, pervious or impervious pavers, or other similar materials as approved by

the Planning Director. The access aisle shall be designed for heavy duty traffic loading.

(2) Parking, Storage, and Display of Goods

a. Parking areas shall only be permitted to front Anderson Highway when associated with the access zone travel way. Remaining required parking areas shall be oriented and located to side and rear of all buildings.

b. Loading bays, mechanical equipment, and outdoor storage must be screened using durable materials and landscaping that are consistent with the materials used in the principal building(s).

(3) Landscaping shall meet a minimum of Landscape Buffer Type B per Table 83-461(e)(3). A permitted reduction to the monument zone of 25 feet shall be allowed with the installation of two (2x) times Landscape Buffer Type B per Table 83-461(e)(3), and a foundation planting plan shall be required for the front facing façade of any proposed building. The foundation planting plan shall be in accordance with Section 83-461(g). All commercial, institutional, and mixed-use development shall comply with corridor buffer requirements and foundation planting requirements.

(4) Lighting

a. Parking lot lighting shall not exceed 30 feet in height, with full cutoff fixtures to minimize glare.

b. Decorative lighting must be no taller than 20 feet and used in pedestrian areas.

(5). All new utilities must be installed underground.

(6). Fencing in front yards or landscape buffers must use high-quality materials such as tubular steel, or masonry. Chain-link fencing is prohibited. Fencing shall not impede or limit VDOT site distance requirements.

**XX.X Architectural and Building Standards**

All commercial, industrial, institutional, and mixed use development building(s) within the HCOD require a Development Design Pattern Book application to be approved by the Planning Commission prior to Site Plan approval.

## **XX.X Modifications**

The Board of Supervisors may grant modifications to these standards during the Site Plan review process, or during a Conditional Use Permit or rezoning applications.

**END OF DOCUMENT**



**January 16, 2025**

**To: Planning Commission**

**From: Ligon Webb, Director of Planning**

**RE: Potential Countywide Subdivision and Zoning Ordinance Amendments to the Planning Commission (Driveway Easement and Flag Lots; Landlocked Parcels)**

**Background** – At its December 2024 regular meeting, the Board of Supervisors referred the following proposed amendments to the Subdivision and Zoning Ordinances for the Planning Commission’s consideration. The Planning Director has identified a recurring challenge where certain parcels are “landlocked” because they lack a legally documented assess easement; often such parcels were recorded before the County’s adoption of a county-wide Subdivision Ordinance (~1960) or even after the adoption of a Subdivision Ordinance, but the parcel met the minimum parcel size at the time or recordation. To address this issue, staff recommends introducing a new definition of “Driveway Easement” in the Subdivision Ordinance and establishing an administratively approved access option that does not create a flag lot or private road. Additionally, the Zoning Ordinance’s definition of “Flag Lot” would be refined to align with the Subdivision Ordinance, thereby ensuring consistency between the two codes.

These proposed amendments are expected to apply only in limited situations where a Driveway Easement is the most practical means of providing safe, functional access to a legally recorded, landlocked parcel. VDOT review and adherence to driveway construction standards will maintain public safety, and owners of parcels that do not qualify for a Driveway Easement must still pursue either a private road approved by the Board of Supervisors or a road built to VDOT standards. The goal is to offer a clear, consistent, and fair solution to address longstanding access challenges while preserving the integrity of the County’s existing regulations on road standards and flag lots.

**Subdivision Ordinance – Proposed Definition of Driveway Easement**

The amendment introduces the term DRIVEWAY EASEMENT as a mechanism for allowing access to legally recorded “landlocked” parcels using an administratively approved easement.

**Driveway Easement** means a driveway providing access to an existing “landlocked” parcel of record, as documented in the Circuit Court Clerk’s Office, for access to a single-family dwelling. A driveway easement is subject to approval by the Planning Director via an easement plat. If the road frontage parcel through which the easement runs is not developed, the driveway easement shall serve as the sole access to both parcels. If the road frontage parcel is developed with an existing driveway, the driveway easement may serve only the landlocked parcel or may serve as the sole access to both parcels where both parcel owners agree to use a single consolidated access. A driveway easement does not create a flag lot and is not considered a private road.

The driveway easement:

Can only serve as access for a (single) existing legally recorded landlocked parcel and/or the existing (single) legally recorded frontage parcel.

Requires approval by the Planning Director via an easement plat.

Requires shared use of the driveway if the road frontage parcel is undeveloped to reduce the number of future driveway cuts.

Allows shared use of the driveway for both the frontage and landlocked parcel if the frontage parcel is already developed with an existing driveway and both parties agree to use a single, consolidated access.

A Driveway Easement is not considered as creating a private road or flag lot.

Must comply with Virginia Department of Transportation (VDOT) standards, requiring VDOT approval prior to the easement plat's approval.

Must be constructed in accordance with Section 68-175(e)(9)(a) of the Subdivision Ordinance for driveways serving one or two lots.

### **Zoning Ordinance – Revised Definition of Flag Lot**

**Lot, flag. See Powhatan County Code, Chapter 68 (Subdivision Ordinance) Article V (Definitions) Section 68-301 (Definitions), Flag lot.** ~~means a lot consisting of a narrow "flagpole" strip extending from an abutting street to a much wider "flag" section lying immediately behind an abutting lot or lots, or a lot not abutting a street, where the access to the lot is by a narrow "flagpole" private access easement. Flag lots shall not be permitted except for family divisions and lots along a cul-de-sac's circular turnaround.~~

The subdivision ordinance defines a flag lot as “a lot consisting of a narrow “flagpole” strip, not less than 30 feet in width, extending from an abutting street to a much wider “flag” section lying

*immediately behind an abutting lot or lots, or a lot not abutting a street, where the access to the lot is by a narrow "flagpole." Flag lots shall not be permitted except for family divisions and lots along a cul-de-sac's circular turnaround."*

The amendment aligns the definition of FLAG LOT with the Subdivision Ordinance by removing the prohibition of private access easements as "flags." Flag lots will remain prohibited except for family divisions and lots along a cul-de-sac turnaround. The revised definition refers users to the Subdivision Ordinance for consistency.

**Rationale** - These amendments address access issues for what the Planning Director believes is a limited number of parcels across the County. The Planning Director anticipates the Driveway Easement provision will be applied narrowly, affecting only specific cases. Parcels that cannot meet the criteria for a driveway easement will still be required to secure access via either a Board of Supervisors-approved private road or a road constructed to VDOT standards.

Additionally, requiring VDOT approval and adherence to Section 68-175(e)(9)(a) ensures that any new access driveway is constructed to appropriate standards, maintaining safety and functionality. Aligning the flag lot definitions in the Zoning and Subdivision Ordinances ensures consistency and clarity, particularly given the addition of the Easement Driveway definition to resolve access challenges without compromising the intent of flag lot regulations.

**Summary** - The Planning Director proposes new Subdivision and Zoning Ordinance amendments to address a recurring issue with "landlocked" parcels that lack legally documented access easements. Under the revised regulations, an administratively approved "Driveway Easement" would allow single-family access for these parcels without creating a flag lot or private road, subject to Planning Director and VDOT approval. The proposed changes also refine the definition of a "Flag Lot" in the Zoning Ordinance to align with the Subdivision Ordinance, thus maintaining a prohibition on flag lots except for family divisions and cul-de-sacs. These amendments, expected to apply narrowly, aim to resolve access challenges for existing legally recorded parcels, while preserving existing standards and ensuring that parcels that do not qualify for a driveway easement still follow the standard private or VDOT-approved road process.



January 17, 2025

To: Planning Commission

From: Planning Director

RE: Conservation Subdivision – Increased Density Bonuses in A10 Zoning District by CUP

**Background** – A conservation subdivision allows a developer to “cluster” homes together on smaller lot sizes than required under the zoning ordinance in exchange for preserving a large portion of land in permanent conservation/open space. These are also referred to as “cluster” developments and are required by state law in high growth localities such as Powhatan. A high-growth locality is one that experiences 10% or more growth between censuses.

Conservation Subdivisions can be developed by-right under the County’s subdivision ordinance in the A-20, A-10, RR, RR-5, and R-2 zoning districts. This means no zoning approvals are needed, only site plan approval. At least 40% of the land in a development must be preserved in permanent conservation/open space. In exchange for the conservation/open space, lot sizes can be reduced from the zoning district requirements to 40,000SF where no water or sewer is available, and 15,000SF where either utility is provided.

A density bonus allowing additional lots is allowed when a developer sets aside more land. Currently for A-20, A-10, and RR properties, the density bonus is 20% more lots with 60% conserved/open space, and 25% more lots for 70% conserved/open space. For RR-5 properties, the density bonuses are 10% and 15%, respectively. No density bonuses are allowed for R-2 properties.

**Example** - A 200-acre A10 zoned parcel could be developed into 20, 10-acre lots by-right. If 60% of the parcel is put into open space, then a 20% density bonus could be utilized (20 lots by-right x .2 = 4 additional lots) for a total of 24 lots with each lot containing a minimum of 40,000 SF; if 70% of the parcel is put into open space, then a 25% density bonus could



be utilized (20 lots by-right x .25 = 5) for a total of 25 lots with each lot containing a minimum of 40,000 SF.

**Previous Actions** - In the summer/fall of 2024, the Planning Commission worked on amendments to the zoning and subdivision ordinances that would allow additional density bonuses, by conditional use permit, of up to 65% or 85%. The amendments also proposed to increase the minimum lot size from 40,000 SF to one acre (43,560 SF) where no public water or sewer was available, and to increase the required minimum acreage for these developments from 40 to 50 acres.

After these amendments were voted down by both the Planning Commission and Board of Supervisors, the Board of Supervisors initiated a new request to allow the increased bonus densities, but only in the A-10 zoning district and only with a minimum one-acre lot size.

The thought with this amendment is that each site's feasibility for conservation/cluster development is unique, and that by requiring a conditional use permit, both the Planning Commission and Board of Supervisors can review each bonus density application, and, if approved, impose conditions on the development including but not limited to the maximum number of lots allowed.

**Summary/Moving Forward** – In December 2024, the Board of Supervisors referred a proposal to the Planning Commission requesting amendments to the zoning and subdivision ordinances regarding conservation subdivisions. Specifically, these amendments would grant 65% and 85% density bonuses (for conservation subdivisions developments that preserve 60% or 70% of a site as open space, respectively), while increasing the minimum lot size from 40,000 square feet to one acre. These provisions would apply exclusively to the A-10 zoning district, these increased density bonuses would be subject to approval through a Conditional Use Permit (CUP).



## Agenda Item 4 d)

January 17, 2025

To: Planning Commission

From: Ligon Webb, Planning Director

RE: Multiple Access Points for Subdivided Parcels (Sec.68-175, (e), h. of the Sub. Ordinance)

**Background** - In late 2023, the Planning Commission became aware of several land divisions within the County—particularly in the A-10 district—resulting in large parcels subdivided into multiple 10-acre lots, with multiple direct access points to a state-maintained road such as Anderson Highway (**see attachment A & B**). Approving new subdivisions with multiple access points to state-maintained roads conflicts with this section 68-175 (Access and Circulation), (e) Vehicular connectivity, h., of the subdivision ordinance which states the following (**bolded for emphasis**):

*h. Subdivisions of land.*

*1. All land parcels having a single tax identification number and recorded prior to April 11, 2005 shall be entitled to **one access connection per parcel**. When subsequently subdivided, access to all newly created lots shall be provided via the permitted access connection. This may be achieved through subdivision streets, shared or cross accesses and service driveways. For parcels having a single tax map number that are divided by a public road or roads, each division shall be treated as a separate parcel for the purposes of this ordinance.*

*2. **Additional access connections** may be allowed where it can be demonstrated upon review of a site-specific traffic impact analysis that safety and efficiency of travel on the thoroughfare will be improved by providing more than one access to the site. Secondary driveways may be permitted for individual residential lots without the provisions of a traffic impact analysis at the director's discretion.*

*3. This section shall not apply to agricultural operations or to access roads for family divisions as defined in this ordinance.*

This pattern of creating numerous individual entrances along major corridors contributes to traffic-safety concerns and what is believed to be the undesirable proliferation of access points—contrary to the County’s vision for orderly development and the protection of public safety.

Furthermore, according to the County’s 2021 Comprehensive Plan, roads are classified into four road categories: **Major Arterial**, **Minor Arterial**, **Rural Collector**, and **Local**. The Planning Director believes limited access, particularly along Major and Minor Arterials, is crucial to ensuring the safety and efficiency of travel. However, the County should consider allowing additional flexibility on Rural Collector and Local roads—provided that appropriate sight distance, entrance spacing, and other safety and design criteria are satisfied.

In response to these considerations, and following additional review, the Planning Director has developed the following proposed amendments to consider. The primary goals are to:

- Curb the proliferation of driveways and minimize conflict points on key corridors, especially along Major and Minor Arterials;

- Eliminate unnecessary or redundant access points;

- Preserve the original intent of the one-access rule for parcels pre-dating April 11, 2005, while providing a workable exception for those properties with ample road frontage;

- Ensure a fair and efficient process for property owners seeking additional access points, particularly along Rural Collector and Local roads where safety and spacing standards can be met; and

- Maintain alignment with the Comprehensive Plan’s vision for orderly growth and the protection of public health, safety, and welfare.

These amendments balance the County’s interest in maintaining safe and functional roadways with the rights of landowners to subdivide and develop property in a manner that is both fair and practicable.

**Potential Amendments and Additions and removal= Section 68-175. Access and Circulation**

h. Subdivision of Land.

1. All land parcels **containing frontage on a state-maintained road** ~~having single tax identification number and recorded prior to April 11, 2005~~ shall be entitled to one access connection per parcel. ~~When subsequently subdivided,~~ When the parcel is

subsequently subdivided, access to all newly created lots parcels shall be provided via ~~the~~ a single permitted access connection. This ~~may be~~ connection may be achieved through subdivision streets or **state-maintained road**, shared or cross accesses, and service driveways, **or an approved private road**. For ~~parcels having a single tax map number that are divided by a public road or roads, each division shall be treated as a separate parcel for the purposes of this ordinance.~~

2. Additional access connections may be allowed for where it can be demonstrated—upon review of a site-specific traffic analysis — that safety and efficiency of travel on the thoroughfare will be improved by providing more than one access connection to the site. ~~A Secondary driveways~~ **Additional access connections** may be permitted for individual residential lots ~~without the provisions of a traffic analysis at the Planning Director’s discretion,~~ **provided the following criteria is met:**

(a) More than one access connection on a Major or Minor Arterial Road – Subdivisions seeking an additional access connection on any road classified as a Major or Minor Arterial Road on the Comprehensive Plan’s Major Thoroughfare plan may petition the Planning Commission for approval of an additional access connection, and appeal a denial by the Planning Commission to the Board of Supervisors, provided:

- i. A traffic analysis demonstrates that the additional access connection would enhance overall traffic safety, circulation, and/or efficiency; and
- ii. VDOT concurs with these findings and issues any required approvals or permits.

(b) More than one access connection on a Rural Collector or Local road - Subdivisions seeking an additional access connection on any road classified as a Rural Collector or Local road on the Comprehensive Plan’s Major Thoroughfare Plan may petition the Planning Director for an additional access connection provided:

- i. A traffic analysis demonstrated the additional access points are not expected to be detrimental to traffic flow or safety; and
- iii. VDOT concurs with this assessment and approves the design and spacing of the requested access points.

(c) More than two access connections on a Rural Collector or Local road – Subdivisions seeking more than two access connections on a road classified

as a Rural Collector or Local road on the Comprehensive Plan's Major Thoroughfare Plan may petition the Planning Commission for approval of additional access connections, and appeal a denial by the Planning Commission to the Board of Supervisors, provided:

- i. A traffic analysis demonstrated the additional access connections are not expected to be detrimental to traffic flow or safety; and
- ii. The number of access connections is minimized to the greatest extent possible by the utilization of shared or cross access connections, private roads, or a combination thereof; and
- iii. VDOT concurs with this assessment and approves the design and spacing of the requested access connections; and

3. This section shall not apply to agricultural operations or to access roads for family divisions as defined in this ordinance.

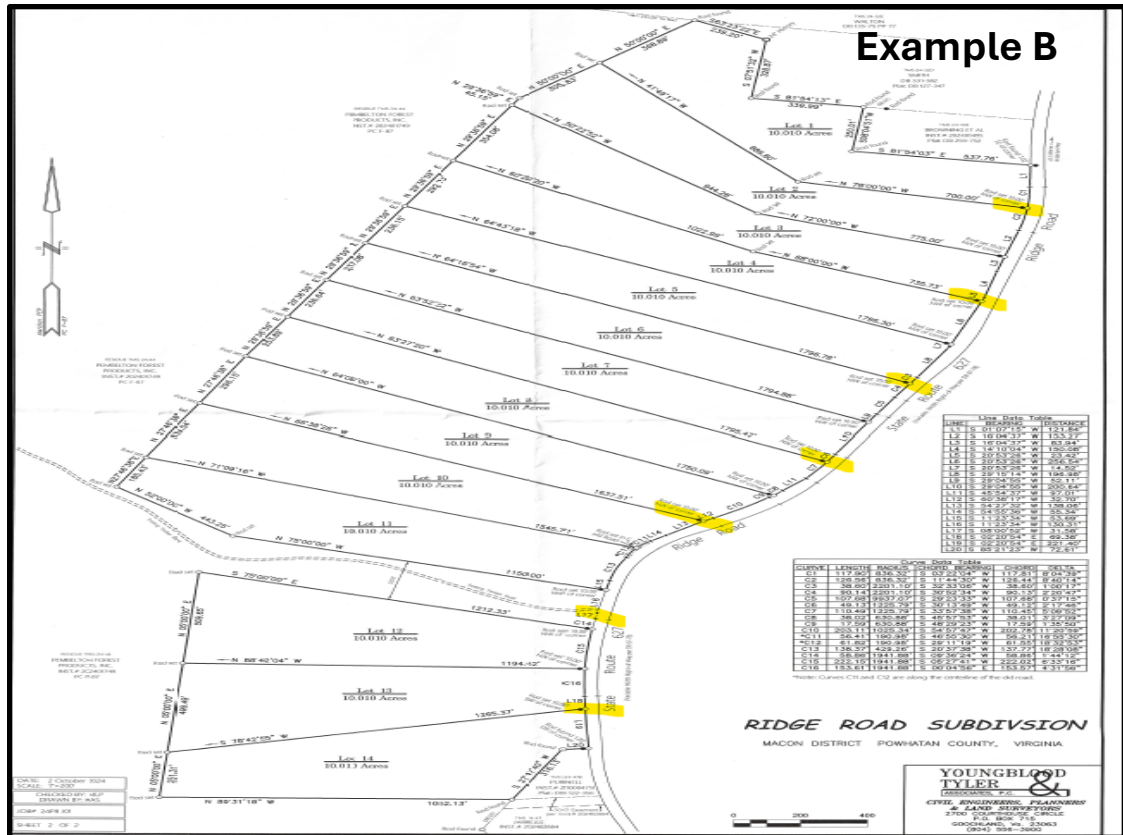
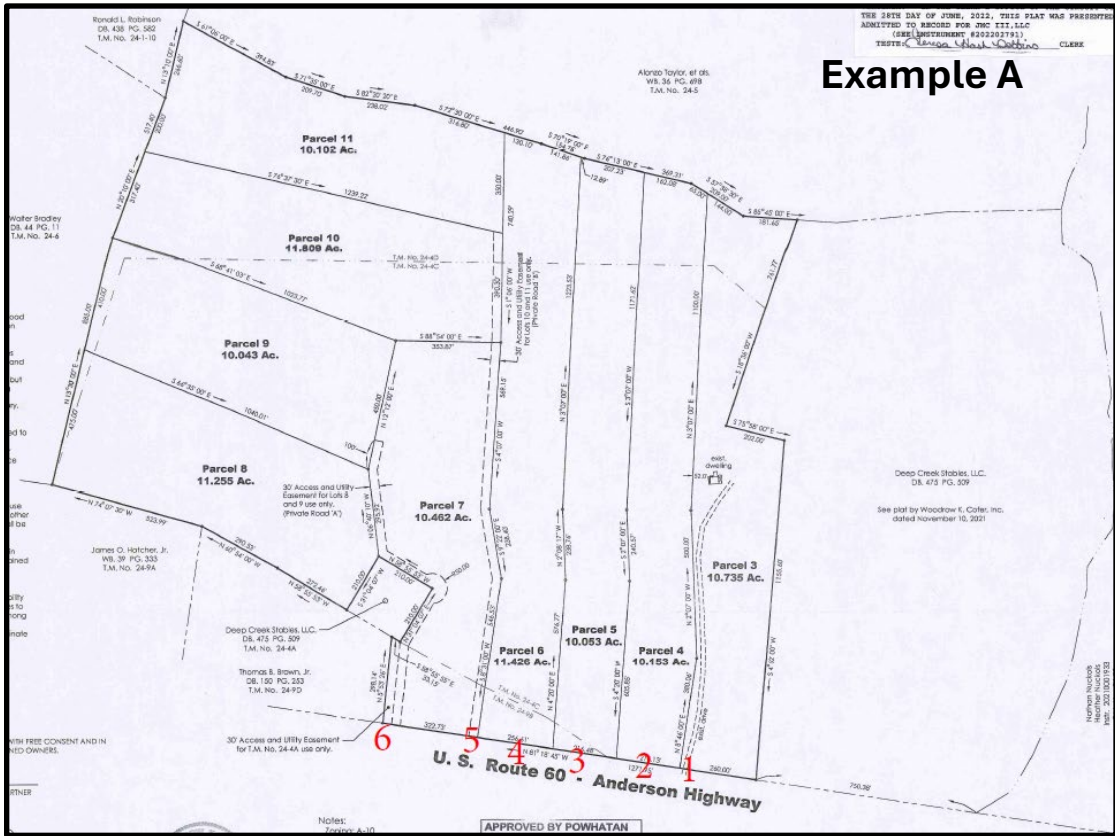
**Summary** - The Planning Commission has identified a need to limit the proliferation of driveway access points created by new subdivisions along state-maintained roads, especially on Anderson Highway and other key corridors within the County. Under the current ordinance (Sec. 68-175), parcels recorded prior to April 11, 2005, are allowed a single access connection. Nonetheless, subdivisions in the A-10 district have recently been granted multiple separate driveway entrances, sparking concerns over traffic safety and road congestion.

To address this, the Planning Director recommends amendments emphasizing fewer access points along Major and Minor Arterials—consistent with the 2021 Comprehensive Plan's classification of County roads—while allowing additional flexibility on Rural Collector and Local roads. These changes preserve the intent of the one-access rule, incorporate criteria for granting additional entrances where warranted by traffic analyses and safety considerations, and maintain alignment with a broader interest in orderly growth, safety, and property rights.

### **Attachments**

1. Example A – Plat Showing 9, 10-acre + parcels, with 6 access points.
2. Example B – Plat Showing 14, 10-acre parcels, with 7 access points (not recorded)

**See Next Page**



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