

**SUBDIVISION CONNECTIVITY AMENDMENTS
STUB ROAD CONNECTION AMENDMENT
SUMMARY OF DRAFT
(February 2006 Planning Commission workshop)**

Subdivision Connectivity

This draft attempts to address the subdivision connectivity issue by tying the required public road access points to the access classification of the existing roads proposed for connection. In addition to using the current classifications (Category 2-4) as listed in the Comprehensive Plan, this draft divides Local Roads/Category 5 into four separate categories:

5A: Local collector/through road. Public roads that connect to other public roads at two points, one of which is at least a Category 4 and the other at least a Category 5A.

5B: Local collector/non-through road. Public roads that connect to another Category 5B road or better at one point, and which end at a dead end or Subdivision Street (Category 5C).

5C: Subdivision street. Streets designed for internal circulation in primary subdivisions and access to other local, collector, and arterial streets.

5D: Rural Rustic Roads. Public roads that have been improved using VDOT's funding program whereby the governing body agrees to discourage further development in exchange for qualifying for the funding.

Subdivision access point requirements are amended first and foremost by deleting the divided boulevard exception for developments between 51-250 lots. Access requirements are as follows:

Subdivisions in excess of 50 lots require two public road access points via one of the following methods:

1. **"4/5C" Rule**: Primary connection to Rural Collector (Category 4) or better plus secondary connection to Subdivision Street (Category 5C) or better.
2. **"5A/5B" Rule**: Primary connection to Local Collector/Through Road (Category 5A) plus secondary connection to Local Collector/Non-Through Road (Category 5B).
3. **"5D" Rule**: Primary and/or secondary connections to Rural Rustic Roads only upon completion of improvements as required by VDOT and the Planning Department. Improvements would essentially reclassify the road (or portion of road) as a 5A or 5B.

Subdivisions in excess of 250 lots require three public road access points in accord with the following rules:

1. Primary access shall be to a Rural Collector (Category 4) or better.
2. Primary access road serving the proposed subdivision shall be designed as a Rural Collector with no individual driveway accesses.
3. Secondary access shall be to a Local Collector/Non-Through Road (Category 5B) or better.
4. Third access shall be to a Subdivision Street (Category 5C) or better.
5. Second and third accesses can be consolidated into a divided boulevard that accesses a Rural Collector (Category 4) or better.

This approach is not reliant upon the technical advisement of a traffic engineer in order to properly enforce, and also takes into consideration the absence of conceptual roads on the County's Thoroughfare Plan Map.

Stub Road Connectivity

With the aforementioned system in place, the stub road connection requirement can be modified slightly. Connection would be required only where the proposed subdivision fully complies with the requirements of 6.4-3.3 without counting the stub street as a required access point. The purpose of this wording is to help mitigate traffic impact on the existing subdivision, which may or may not meet the access requirements proposed in this draft. This provision would not be used to allow developments to avoid connecting into stub roads. Instead, new developments would have to provide their two required accesses **in addition to** connecting into existing stub roads.