



Town of Farmville

Planning Commission

February 18, 2026 at 7:00 PM
Council Chamber of the Town Hall
116 North Main Street, Farmville, VA

AGENDA

- 1. Call to Order**
- 2. Roll Call**
- 3. Consideration of Minutes**
 - a. November 2025 Minutes
 - b. January 2026 Minutes
- 4. Agenda Approval**
- 5. Public Comment Period - Please Limit Comments to Three Minutes**
- 6. Old Business**
 - a. Discussion: Sidewalk Ordinance
- 7. New Business**
- 8. Staff Updates**
- 9. Adjournment**

**Town of Farmville Planning Commission
Town Council Chamber of the Town Hall
116 North Main Street, Farmville, VA 23901
Wednesday, November 19, 2025**

Planning Commission Members Present: Chairperson John Miller, Jennifer Fraley, Patrick Crute, Cameron Patterson, Abigail O'Connor, and Sydney French.

Planning Commission Members Absent: Rhett Weiss

Staff Present: Director of Community Development Ashley Atkins-Austin, Town Planner Robert Dvorak, and Attorney Catherine Douglass.

CALL TO ORDER

Chairperson Miller called the Planning Commission meeting to order at 7:00 PM.

APPROVAL OF AGENDA

Chairperson Miller noted the agenda was distributed and asked if there were any corrections. On a motion by Mr. Patterson, seconded by Mr. Crute, and with all present members voting "aye", the agenda was adopted.

CONSIDERATION OF MINUTES

Minutes of Regular Planning Commission Meeting – September 17, 2025

Chairperson Miller noted that the minutes had been distributed and asked if there were any corrections or revisions. On a motion by Ms. O'Connor, seconded by Ms. Fraley, and with all present members voting "aye," the minutes from September 17, 2025, were approved as presented.

PUBLIC PARTICIPATION

There was no public participation.

CUP25-006

The request is to amend the existing conditional use permit that was approved by Town Council in January 2025. The amendment will be to allow for an additional two (2) mini warehouses (self-storage buildings), and the removal of the 1-acre outdoor parking storage area. The site will contain a total of 934 storage units in eight (8) buildings, and an office building.

Chairperson Miller set forth case CUP25-006 to the Commissioners.

Ms. Atkins-Austin presented a summarization of the staff report. The request seeks to amend the existing conditional use permit issued by Town Council in January 2025. The amendment adds two mini-warehouse buildings and eliminates the one-acre outdoor parking storage area. The site will contain a total of 934 storage units within eight buildings plus and office building. No new significant environmental or infrastructure impacts were identified

compared to the original approval. Staff recommended removal of the condition requiring subdivision approval from Town Council. The subdivision was approved by Town Council at the January 2025 regular meeting. Staff recommend removal of the condition that the site plan be approved by the Planning Commission. With changes to State Code, site plan approval is administrative.

Ms. Kristen Smiley with Rosemyr Corporation was in attendance. She explained the company had performed a wetland delineation study of the land. The study found that they would need a larger retention pond than what was proposed on the original site plan. To make room for the larger retention pond Rosemyr would remove the 1-acre outdoor storage area. To offset revenue changes, they wanted to add two additional storage buildings.

Commissioners asked questions regarding the changes to the pond design and land use and replacement of outdoor storage with additional buildings. Ms. Atkins-Austin and Ms. Smiley provided clarifications.

Mr. Gary Watts, a resident of Meriwood Farm Road, questioned where the entrance to the site would be and whether the site would have a fence.

Ms. Atkins-Austin responded with the location of the entrance being on Peery Drive. And Ms. Smiley responded that site will be fenced with the only thing that outside the fence being the office.

Mr. Patterson moved to recommend approval of the conditional use permit as requested by the Rosemyr Corporation, to amend existing conditional use permit by adding an additional two mini warehouses, self-storage buildings, and the removal of the 1-acre outdoor parking storage area with conditions stated in resolution 2025-01-01. The motion was seconded by Mrs. O'Connor. Mr. Crute made an amendment to the motion to remove two of the conditions from 2025-01-01. The first being the subdivision plat, as that item had already been completed. And the second being that the site plan is not required to be submitted to the Planning Commission. All Commissioners were in agreement with the amendment. The motion passed with a roll call vote of 6 – 0.

Mrs. O'Connor	Aye
Ms. Fraley	Aye
Mr. Patterson	Aye
Ms. French	Aye
Mr. Crute	Aye
Dr. Miller	Aye

OLD BUSINESS

Chairperson Miller opened the floor for discussion of the proposed sidewalk ordinance.

Ms. Atkins-Austin provided a background of the sidewalk ordinance and relevant information contained in the staff report. It was noted that Ms. Atkins-Austin could answer questions related to the staff report, Mr. Robert Dvorak was available to answer questions related to

the memorandum, and Ms. Catherine Douglas was available to answer questions related to the ordinance.

Mr. Miller provided some amplifying and complimentary information to the information that was presented in the staff report.

Commissioners continued their discussion of potential amendments to the subdivision sidewalk ordinance, including the following key themes: sidewalk requirements based on density in the zoning district as opposed to based on number of lots or number of doors, conditions triggering sidewalk installation, potential criteria for requiring sidewalks on one vs. both sides of the street, definitions of sidewalk vs. pedestrian pathways, equity concerns regarding the cost of sidewalks in large vs. small subdivisions, how to manage phased subdivisions or areas with existing sidewalks, clarifying definitions of sidewalk, pedestrian pathway, and type of materials allowed, and consideration of comprehensive plan pedestrian infrastructure priorities.

Commissioners also discussed potential exceptions, the impact of average daily traffic (ADT), and the role of administrative waivers.

Staff and the Town Attorney were tasked with the following research items, definitions and standards for sidewalks vs. pedestrian pathways, density-based applicability structures, alignment with VDOT standards, and options for improving clarity and consistency.

NEW BUSINESS

There was no new business

STAFF UPDATES

Staff reported on the following items:

- The next meeting is scheduled for December 17th.
- There are currently no cases pending for Planning Commission review.
- Staff will attempt to prepare the requested sidewalk related materials for that date, depending on workload and the intervening holiday.

ADJOURNMENT

With no further business, Chairperson Miller called for a motion to adjourn the meeting. On a motion by Mr. Patterson, seconded by Mr. Crute and with all present members voting “aye”, the meeting was adjourned at 8:29 PM.

John Miller, Chairperson

Abigail O'Connor, Secretary

**Town of Farmville Planning Commission
Town Council Chamber of the Town Hall
116 North Main Street, Farmville, VA 23901
Wednesday, January 21, 2026**

Planning Commission Members Present: Chairperson John Miller, Jennifer Fraley, Patrick Crute, Abigail O'Connor, and Sydney French.

Planning Commission Members Absent: Rhett Weiss, Cameron Patterson

Staff Present: Director of Community Development Ashley Atkins-Austin, Town Planner Robert Dvorak, and Attorney Catherine Douglass.

CALL TO ORDER

Chairperson Miller called the Planning Commission meeting to order at 7:21 PM following the Special Called Meeting of the Farmville Town Council and the Joint Meeting of the Farmville Town Council and Farmville Planning Commission.

APPROVAL OF AGENDA

Chairperson Miller noted the agenda was distributed and asked if there were any corrections. On a motion by Ms. Fraley, seconded by Mr. Crute, and with all present members voting "aye", the agenda was adopted.

ANNUAL ORGANIZATION MEETING – ELECTIONS OF OFFICERS

Chairperson Miller opened the floor to accept nominations for officers.

Nomination and Election of Chairperson

Dr. Miller was nominated by Mr. Crute, seconded by Ms. Fraley, and with no further nominations, Dr. Miller was elected by unanimous roll call vote among present members.

Nomination and Election of Vice-Chairperson

Mr. Crute was nominated by Ms. Fraley, seconded by Ms. French, and with no further nominations, Mr. Crute was unanimous roll call vote among present members.

Nomination and Election of Secretary

Mrs. O'Connor was nominated by Ms. French, seconded by Mr. Crute, and with no further nominations, Ms. O'Connor was elected by unanimous roll call vote among present members.

PUBLIC PARTICIPATION

There was no public participation.

OLD BUSINESS

Chairperson Miller opened the floor for discussion of the proposed sidewalk ordinance.

Town Attorney, Catherine Douglass, provided updates and clarifications based on prior Commission feedback. Ms. Douglass noted the draft ordinance as divided into a part 1 and

part 2. The initial attempt on a draft ordinance used density calculations, but research showed almost no Virginia localities use density as a sidewalk trigger. Suggested refinement to focus on number of lots rather than density.

Planning Commission's discussion focused on the following themes.

- Density vs. number of lots. Consensus among staff and Town Attorney was to move toward thresholds based on number of lots created. Staff used the Town of Ashland's Town Code as an example of lot threshold. Local subdivision submittals vary widely, but typically between 10 – 39 proposed lots.
- Form- and Design-Based Approaches. Staff used the City of Waynesboro as an example where sidewalks on both sides of new local, collector, and arterial roads were the default. Sidewalk widths and buffers were specified and there was flexibility for a single multi-use path under certain standards. The emphasis was on planning for a desired form, not traffic counts or density.
- Infrastructure Definition. Ms. Douglass provided a revised definition of infrastructure: Infrastructure: foundational systems and facilities that support the functioning of the town, including water, sewer, transportation, public rights-of-way, and electricity.”
- Road Types and Triggers. Types of roads in town include arterial, collector, and local. Potential criteria include major road equals sidewalks on both sides and smaller roads had more flexible standards.
- Sidewalk / Pathway Materials and Funding. Staff is researching whether VDOT funding applies to multi-use paths or only standard sidewalks. Concerns of maintenance complexity with a variety in materials.
- Adjacent Infrastructure Requirements. Discussion about the 80-foot adjacency rule. The 80 ft distance was the minimum lot width in the R-1 low density residential district. Seen as reasonable for requiring connection to existing sidewalks.
- Comprehensive Plan and Future Pedestrian Network. Commission expressed desire to retain reference to priority pedestrian areas identified in the Comprehensive Plan.
- Avoiding Developer “Gaming”. Council Member Yoelin raised concern about multi-phase development being segmented to avoid thresholds.

The Commission reach consensus on the following direction:

- A next draft should:
 - Start with existing draft and refine based on comments.
 - Retain:
 - 80-ft adjacency rule
 - Comprehensive Plan priority areas
 - VDOT compliance language
 - Infrastructure definition
 - Explore:
 - Flexibility for multi-use paths
 - Road-type-based triggers
 - Sidewalks on both sides as a default
 - Leave number-of-lots thresholds blank for now, still to be determined
 - Provide additional sample ordinances from comparable localities

NEW BUSINESS

Consideration and Adoption of 2025 Annual Report & 2026 Goals

Chairperson Miller noted the Annual Report was distributed and asked if there were any corrections or additions. He expressed his gratitude to Commissioners and Staff for the hard work and accomplishments during the 2025 calendar year. On motion by Mr. Crute, seconded by Mrs. O’Connor, and with all present members voting “aye”, the 2025 Annual Report and 2026 Goals were approved for submittal to Town Council.

Consideration and Adoption of 2026 Meeting Schedule

Chairperson Miller noted that the meeting dates have been distributed and asked if there were any questions. On a motion by Ms. Fraley, seconded by Mr. Crute, and with all present members voting “aye”, the 2026 Meeting Schedule was approved.

STAFF UPDATES

Staff reported on the following items:

- The next meeting is scheduled for February 18th.
- There are currently no cases pending for Planning Commission review.

ADJOURMENT

With no further business, Chairperson Miller called for a motion to adjourn the meeting. On a motion by Mr. Crute, seconded by Ms. Fraley and with all present members voting “aye”, the meeting was adjourned at 8:26 PM.

John Miller, Chairperson

Abigail O’Connor, Secretary



Town of Farmville

Agenda Item Summary

MEETING DATE: February 18, 2026

ITEM NUMBER: 6.a. – Discussion: Sidewalk Ordinance

BACKGROUND: Continue discussion of sidewalk ordinance. Staff report and sample ordinances provided.

RECOMMENDATION:

FISCAL IMPACT:

ATTACHMENTS:

1. Staff Report PC Feb 2026
2. Sidewalks - Existing language
3. Updated Sidewalk Ordinance (2.17.26 draft)
4. Abingdon Sidewalk Ord
5. Ashland Sidewalk Ord
6. Blacksburg Sidewalk Ord
7. Emporia Sidewalk Ord
8. Martinsville Sidewalk Ord
9. Petersburg Sidewalk Ord
10. South Boston Sidewalk Ord
11. Waynesboro Sidewalk Ord



Background

At the April 17, 2024, Planning Commission meeting, Planning Commissioners held a public hearing and recommended approval of a zoning text amendment that amended Article VI, Section 29-62.d.9.d to require 5' sidewalks for R-1, R-2, and R-3 districts in addition to the B-1, B-2, and B-3 districts when subdividing. At their regular meeting held on June 12, 2024, the Town Council passed a motion to adopt Ordinance No. 233 to amend the Section 29-62.d.9.d of the Farmville Town Code.

In addition to amending Article VI, Section 29-62.d.9.d, Ordinance No. 233 also amended Article II, Section 29-13.e.4.c. to require the construction of a 5' sidewalk along the street or roadway leading to the structure for all projects that require a site plan.

At the Town Council Retreat held on February 7, 2025, Town Council discussed closing the loophole in the subdivision ordinance that allowed developers to install sidewalks on only one side of the street. In addition to the amendment Staff worked with the Town Attorney on moving the sidewalk provision to a its own subsection with the subdivision article.

At its regular meeting on August 20, 2025, Planning Commission held a public hearing on a revision to the zoning text or Article VI, Section 29-62.d.9.d. The Planning Commission voted to defer the case pending additional review and data.

At its work session on September 3, 2025, Town Council discussed the sidewalk ordinance and the need for the option to waive the requirement in certain circumstances. From that discussion staff and town attorneys worked on drafting what an ordinance would look like with a set of criteria to be met for the requirement of sidewalks and what an ordinance would look like with a set of expectations.

At its regular meeting on November 19, 2025, the Planning Commission discussed the sidewalk ordinance. Key themes from the meeting included:

- Considering sidewalk requirements based on density in the zoning district as opposed to number of lots, or number of doors.
- Conditions triggering sidewalk installation such as new infrastructure, within a set distance from existing public sidewalk, and identified in the comprehensive plan.
- Potential criteria for requiring sidewalks on one vs. both sides of the street
- Clarifying definitions of sidewalks, pedestrian pathways, and what materials are allowable
- Equity concerns regarding the cost of sidewalks in large vs. small subdivisions
- How to manage phased subdivisions or areas with existing sidewalks
- Consistency with the comprehensive plan pedestrian infrastructure priorities.
- The need for clarity, predictability, and avoidance of loopholes in ordinance language.
- Staff and the Town Attorney were tasked with the following research items, definitions and standards for sidewalks vs. pedestrian pathways, density-based applicability structures, alignment with VDOT standards, and options for improving clarity and consistency.

The Planning Commission met on January 21, 2026 and continued its discussion on the sidewalk ordinance. Items discussed in this meeting include the following:



- Density, as a metric in general, not often used by localities in triggering sidewalk requirements.
- Items of the draft ordinance to be retained, such as the 80-ft adjacency rule, comprehensive plan priority areas, VDOT compliance language, and the definition of infrastructure.
- Items Commissioners wanted to explore included flexibility for multi-use paths, road-type-based triggers, and sidewalks required on both sides as a default.
- The number of lots threshold is still to be determined.
- Staff was tasked with providing additional examples of ordinances from other localities.

Attachments

1. Existing ordinance language.
2. Draft ordinance language.
3. Sample Ordinances
 - a. Town of Abingdon
 - b. Town of Ashland
 - c. Town of Blacksburg
 - d. City of Emporia
 - e. City of Martinsville
 - f. City of Petersburg
 - g. Town of South Boston
 - h. City of Waynesboro

Staff Contact

Ashley Atkins-Austin, CZA, Director of Community Development
Phone: 434-392-8465 | Email: aaustin@farmvilleva.com

Existing sidewalk ordinance language

- d. *Sidewalks.* As allowed by Code of Virginia, § 15.2-2242(9), the town requires the dedication of land and construction of a **5'** sidewalk on the property in the B-1, B-2, B-3, **R-1, R-2, and R-3** zoning districts being subdivided or developed when one (1) of the following applies:
1. The land fronts on an existing street;
 2. Is adjacent to an existing sidewalk;
 3. Is reasonably required by the proposed development, or
 4. Is in the adopted comprehensive plan.

Nothing in this section shall alter VDOT's authority to require sidewalks.

Sec. _____ . Sidewalks Required. (Feb 2026 DRAFT – sidewalks on both sides of street)

1. The Town requires that a five (5) foot sidewalk be installed, on both sides of the street, and dedicated to the Town on all property subdivided in the B-1, B-2, B-3, R-1, R-2, and R-3 zoning districts when one of the following conditions are met:

- A. When the proposed subdivision requires the construction of fifteen (15), or more, lots;
- B. The subdivision requires the installation of new public right-of-way, as defined in this Chapter;
- C. The parcel being subdivided is eighty (80) feet or less, of an existing public sidewalk; or
- D. The Comprehensive Plan has identified the property to be subdivided as a priority for future pedestrian infrastructure.

Except as otherwise provided by the Zoning Ordinance, sidewalks shall be constructed of concrete, or other approved materials, shall be a minimum of five (5) feet in width, and shall be parallel to the street.

Nothing in this Section shall alter VDOT's authority to require the construction and maintenance of sidewalks.

2. Multi-Use Path. A multi-use path may be constructed on one side of the street in lieu of sidewalks. Multi-use paths along streets shall have a preferred minimum width of ten (10) feet, though a minimum width of eight (8) feet may be approved by the subdivision agent.

[Abingdon, Virginia Code of Ordinances Sec. 6.7](#)

CODE OF ORDINANCES Town of ABINGDON, VIRGINIA Codified through Ordinance No. 2020.11-2.A, enacted November 2, 2020. (Supp. No. 19)

Virginia Municipal Codes > Virginia > Abingdon Code of Ordinances > APPENDIX A - SUBDIVISIONS > ARTICLE VI. IMPROVEMENTS

§ Sec. 6.7 Sidewalks.

- (a) Sidewalks of concrete or other approved material with a minimum width of five feet and a minimum thickness of four inches shall be installed on both sides of all streets; provided, however, that where warranted, the town council may waive these requirements.
- (b) Where sidewalks and/or curbs and gutters are installed, drive entrances shall be constructed conforming to Virginia Department of Transportation Standard CG-9B or CG-9D as determined by the Town prior to construction. Where no sidewalk is constructed, an apron two feet wide shall be constructed conforming to section C-C of CG-9B and section A-A of CG-9D.

Annotations

Notes Applicable To Upper Hierarchy

EDITORS NOTE:

Printed herein is the subdivision ordinance, adopted by the council on December 5, 2005. Ord. of Dec. 5, 2005, repealed prior subdivision ordinance adopted Sept. 21, 1980, which pertained to similar subject matter. Amendments to the ordinance are indicated by parenthetical history notes following amended provisions. The absence of a history note indicates that the provision remains unchanged from the original ordinance. Obvious misspellings and punctuation errors have been corrected without notation. For stylistic purposes, a uniform system of headings, catchlines, capitalization, citation to state statutes, and expression of numbers in text has been used to conform to the Code of Ordinances. Additions made for clarity are indicated by brackets.

CROSS REFERENCE:

Businesses, ch. 18; community development, ch. 26; erosion and sediment control, § 30-86 et seq.; manufactured homes and trailers, ch. 46; parks and recreation, ch. 54; streets, sidewalks and other public places, ch. 62; utilities, ch. 74; vegetation, ch. 78.

STATE LAW REFERENCE:

Land subdivision and development, Code of Virginia, § 15.1-465 et seq.; Virginia Public Records Act, Code of Virginia, § 42.1-76 et seq.; Subdivided Land Sales Act of 1978, Code of Virginia, § 55-336 et seq.

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End of Document

Sec 17-49.1 Sidewalks, Pedestrian Trails

- (a) Sidewalks shall be required along all public roads except for those roads with adjacent properties zoned RR-1 (Rural Residential). The sidewalks shall be installed in accordance with the standards and guidelines contained in the Development Guidelines Handbook.
- (b) Each major subdivision shall provide, as required by the subdivision agent, a pedestrian trail or trails to provide residents or users of the subdivision an opportunity to access adjoining roads, public facilities, or nearby commercial or industrial destinations without having to drive. Such trails shall be constructed by the subdivider and dedicated to the town.

HISTORY

Adopted by Ord. 9-22-92 Paper Archive § 1 on 9/22/1992

Amended by Ord. [2002-8](#) on 11/12/2002

Amended by Ord. [2003-16](#) on 2/17/2004

Sec 17-49.2 Sidewalk, Curb And Gutter Requirements

Sidewalks and curbs and gutters shall be required within all subdivisions that are not zoned low density residential (RR-1). An exception to the requirements for sidewalks, curbs and gutters may be granted in accordance with ATC section 17-5 and the following standards:

- (a) The proposed street and/or sidewalk is not included on the sidewalk priority area map of the comprehensive plan;
- (b) The property abuts a street classified by the Virginia Department of Transportation as a local street; and
- (c) The director of public works deems the requirement for sidewalk, curb and gutter is inappropriate based on clear engineering considerations.

HISTORY

Adopted by Ord. [98-16](#) § 1 on 2/23/1999

Amended by Ord. [2002-8](#) on 11/12/2002

Amended by Ord. [2005-01](#) on 2/15/2005

Sec. 5-401. - Sidewalks required.

- (a) The subdivider shall install and dedicate to the Town sidewalks along both sides of all public streets within and adjacent to subdivisions in all zoning districts, except RR-1 and RR-2.
- (b) In RR-1 and RR-2 zoning districts, within and adjacent to subdivision areas with lots greater than ¼ acre in size, the subdivider shall install and dedicate to the Town sidewalks along at least one side of all public streets. However, in these zoning districts, within and adjacent to subdivision areas with lots of ¼ acre or smaller in size, the subdivider shall install and dedicate to the Town sidewalks along both sides of all public streets.
- (c) In areas where sidewalk is required on only one side and a cul-de-sac is proposed, sidewalk shall extend all the way around the bulb of the cul-de-sac.
- (d) The sidewalks shall connect with existing sidewalks on streets adjacent to or within the land subdivided, and shall be placed so as to provide for eventual continuation with proposed or future sidewalks in the vicinity of the land subdivided. Sidewalk must be constructed to meet trail standards outlined in Section 5-503 based on adjacent existing conditions and/or the Paths to the Future map.
- (e) Except as otherwise provided herein or by the Zoning Ordinance, sidewalks shall be constructed of concrete and shall be a minimum of five feet in width. A minimum four foot planting strip is required between the curb and sidewalk for pedestrian/vehicle separation and to provide for mailbox and utility service placement.
- (f) Where there is no curb between the sidewalk and the street, the sidewalk shall be placed beyond the road shoulder and roadside ditch. Minimum separation in this case shall be as approved by the agent.
- (g) Sidewalk construction materials and specifications shall meet current VDOT subdivision street standards, incorporated by reference.
- (h) In accord with Code of Virginia § 15.2-2242(9), the Town Council has determined that the requirements for sidewalks contained in this section are consistent with the Town's adopted Comprehensive Plan.

(Ord. No. 1217, § 2, 12-14-99; Ord. No. 1369, § 16, 10-12-04; Ord. No. 1397, § 1, 10-11-05; Ord. No. 2084, § 1, 10-14-25)

[Emporia, Virginia Code of Ordinances Sec. 90-609](#)

CODE OF ORDINANCES City of EMPORIA, VIRGINIA Codified through Ordinance No. 25-26, enacted September 24, 2025. (Supp. No. 77)

Virginia Municipal Codes > Virginia > Emporia Code of Ordinances > PART II - CODE OF ORDINANCES > Chapter 90 - ZONING AND SUBDIVISION ORDINANCE > ARTICLE X. - SUBDIVISION > DIVISION 3. DESIGN REQUIREMENTS

§ Sec. 90-609 Streets.

- (a) *Street names and signs.* The following standards shall apply to all new streets, whether public or private:
- (1) *s.*
 - a. Street names shall comply with the recommendations of the agent.
 - b. A proposed street which is aligned with an existing street shall bear the same name as the existing street and names of existing streets shall not be changed.
 - c. In no case shall the name of proposed streets duplicate existing street names, regardless of the use of the suffix (e.g. Avenue, Boulevard, Drive, Way, Place, Lane, or Court).
 - d. Street names shall be subject to approval by the agent and conform with the city's specifications on signs. No name shall be used which duplicates or is likely to be confused with the name of an existing street.
 - (2) *Signs.* Street name signs and other safety regulations shall be erected and located in accordance with the specifications of the agent.
- (b) *Public streets.* For purposes of this ordinance, public streets are those that are dedicated to and accepted by the city.
- (1) *When required.* All streets in any subdivision created after the effective date of this ordinance shall front on or construct public streets.
 - (2) *Existing public streets.* In cases where subdivision lots are created on an existing public street having a total width of less than 50 feet, a dedication of additional right-of-way to the city shall be provided.
 - (3) *New public streets.* All new public streets shall be constructed with a compacted six inches stone base and in accordance with alignment, approach angle, access, width, grading, paving, and other specifications established by the city in effect at the time the subdivision is approved.
 - a. When the city does not define specifications the state department of transportation specifications shall rule.
- (c) *Grade.*
- (1) Major streets shall conform to the contours to avoid grades in excess of three percent, unless because of special conditions, the agent permits otherwise.
 - (2) Other streets and alleys shall avoid grades in excess of ten percent.
 - (3) No street shall have a minimum grade of less than 0.5 percent.
- (d) *Width.*
- (1) Collector, commercial, and industrial street width shall meet the collector street requirements of the state department of transportation.

Emporia, Virginia Code of Ordinances Sec. 90-609

(2) Local streets shall meet the secondary street requirements of the state department of transportation.

(e) *Intersections*. The following standards shall apply to all new streets:

(1) All streets shall intersect as near to a 90-degree angle as is practical. If a street intersects at less than 90 degrees, the angle shall be rounded by a curve of sufficient radius to permit easy turning movements of vehicles and as acceptable by the state department of transportation.

(2) Curb radius at street intersections shall be constructed as required by the state department of transportation. Concentric curves on the property line may be required by the agent.

(3) Driveways from parking areas shall be the minimum distance from intersections of arterial or collector streets as required by the state department of transportation and located to cause the least interference with traffic movement.

(f) *Culs-de-sac*. Any street which terminates at a point not intersecting another street shall be considered a cul-de-sac. The following standards shall apply to culs-de-sac on any new streets:

(1) Cul-de-sac streets are strongly discouraged but warranted when they protect natural features or match the surrounding area and provide inclusivity.

(2) Cul-de-sac streets shall be:

a. Four hundred feet or less in length.

b. Fifty feet or more in width.

c. Terminated in a circular right-of-way with a minimum right-of-way radius of 50 feet.

(3) On streets intended for future extension, temporary turnarounds shall be provided by means of easements over private land adjoining the street. Such easements shall revert to the landowners at such time as the street road is extended.

(g) *Curbs, gutter, and sidewalks*. The following standards apply to all new streets.

(1) Pursuant to Code of Virginia, § 15.2-2241, curbs, gutters, and sidewalks shall be required on:

a. All streets in all zoning districts.

1. The agent may approve sidewalks to be constructed on only one side of subdivisions when adjacent parcels contain sidewalks on only one side and such construction is in keeping with the comprehensive plan.

2. The agent may approve dedication of right-of-way for curb, gutter, and sidewalks without construction when adjacent properties do not contain curb, gutter, and sidewalks and when such development is in keeping with the comprehensive plan.

(h) *Alleys*.

(1) Alleys shall be required in commercial and industrial districts where needed for rear entry garages, service vehicles, deliveries, access to loading areas, and similar purposes and shall be 24 feet in width.

(2) When provided in the rear of residential lots, alleys shall be a minimum of 20 feet wide and may be required by the agent when the lot is less than 75 feet wide.

(i) *Alignment and layout*. The following standards shall apply to all new streets:

(1) As required by Code of Virginia, § 15.2-2241, as amended, the arrangement of streets in new subdivisions shall make provisions for the continuation and coordination of streets within and contiguous to the subdivision with other existing or planned streets within the general area.

a. Where appropriate, streets shall be extended to the subdivision boundary so that future extensions can be made into adjoining properties, which may be subdivided.

Emporia, Virginia Code of Ordinances Sec. 90-609

- b. Dedication of half-streets, those streets with a portion of the required right-of-way in the proposed subdivision and with the required minimum balance anticipated to be provided by the adjoining owner, shall not be permitted.
 - c. Overall street layout shall provide for safe movement of vehicular traffic while discouraging through traffic on residential streets.
 - 1. Streets for industrial subdivisions shall connect with collector or arterial streets so that no industrial traffic will be directed into any local street.
- (2) The street arrangement shall be such as to cause no unnecessary hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it.

Annotations

Notes Applicable To Upper Hierarchy

EDITORS NOTE:

Printed herein is the zoning and subdivision ordinance of the city, Ord. No. 24-12, Att. A, adopted May 21, 2024. Amendments to the ordinance are indicated by parenthetical history notes following amended provisions. The absence of a history note indicates that the provision remains unchanged from the original ordinance. Obvious misspellings and punctuation errors have been corrected without notation. For stylistic purposes, headings and catchlines have been made uniform and the same system of capitalization, citation to state statutes, and expression of numbers in text as appears in the Code of Ordinances has been used. Additions made for clarity are indicated by brackets.

EDITORS NOTE:

Ord. No. 24-12, Att. A, adopted May 21, 2024, repealed ch. 90 and enacted a new ch. 90 as set out herein and as may later be amended. Former ch. 90 pertained to zoning and derived from 1972 Code §§ 24-1, 24-9, 24-11, 24-26, 24-28, 24-34, 24-35.1, 24-35.4, 24-47, 24-57; Ord. No. 273-91, adopted September 3, 1991; Ord. No. 97-9, adopted September 2, 1997; Ord. No. 98-10, adopted July 21, 1998; Ord. No. 98-16, adopted December 15, 1998; Ord. No. 98-17, adopted December 15, 1998; Ord. No. 99-10, adopted September 21, 1999; Ord. No. 01-20, adopted October 2, 2001; Ord. No. 03-08, adopted March 18, 2003; Ord. No. 03-16, adopted May 20, 2003; Ord. No. 03-19, adopted May 20, 2003; Ord. No. 03-20, adopted May 20, 2003; Ord. No. 03-21, adopted May 20, 2003; Ord. No. 03-47, adopted November 18, 2003; Ord. No. 03-50, adopted November 18, 2003; Ord. No. 04-12, adopted March 16, 2004; Ord. No. 04-48, adopted December 7, 2004; Ord. No. 05-13, adopted May 17, 2005; Ord. No. 05-24, adopted June 21, 2005; Ord. No. 05-26, adopted June 21, 2005; Ord. No. 05-31, adopted June 28, 2005; Ord. No. 05-32, adopted June 28, 2005; Ord. No. 06-41, adopted March 6, 2007; Ord. No. 06-66, adopted August 7, 2007; Ord. No. 06-67, adopted August 7, 2007; Ord. No. 07-03, adopted September 18, 2007; Minutes of July 17, 2008; Ord. No. 09-18, adopted June 2, 2009; Ord. No. 09-20, adopted June 2, 2009; Ord. No. 09-21, adopted June 2, 2009; Ord. No. 09-22, adopted June 2, 2009; Ord. No. 09-23, adopted June 2, 2009; Ord. No. 09-26, adopted June 2, 2009; Ord. No. 09-27, adopted June 2, 2009; Ord. No. 09-28, adopted June 2, 2009; Ord. No. 09-30, adopted June 2, 2009; Ord. No. 09-32, adopted June 2, 2009; Ord. No. 09-44, adopted July 21, 2009; Ord. No. 09-46, adopted July 21, 2009; Ord. No. 10-3, adopted January 19, 2010; Ord. No. 10-4, adopted January 19, 2010; Ord. No. 10-5, adopted January 19, 2010; Ord. No. 10-7, adopted January 19, 2010; Ord. No. 10-8, adopted January 19, 2010; Ord. No. 10-10, adopted January 19, 2010; Ord. No. 10-41, adopted October 19, 2010; Ord. No. 10-42, adopted October 19, 2010; Ord. No. 12-03, adopted February 21, 2012; Ord. No. 13-24, adopted December 17, 2013; Ord. No. 14-08, adopted June 17, 2014; Ord. No. 15-09, adopted March 3, 2015; Ord. No. 15-20, adopted June 16, 2015; Ord. No. 15-29, adopted August 18, 2015; Ord. No. 16-29, adopted November 15, 2016; Ord. No. 17-15, adopted July 18, 2017; Ord. No. 18-01, adopted January 16, 2018; Ord. No. 18-11, adopted April 17, 2018; Ord. No. 19-04, adopted March 5, 2019; Ord. No. 20-11, adopted May 26, 2020; Ord. No. 20-22, adopted July 21, 2020; Ord. No. 20-24, adopted July 21, 2020; Ord. No. 20-25, adopted July 21, 2020; Ord. No. 20-26, adopted July

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21, 2020; Ord. No. 22-09, adopted March 1, 2022; Ord. No. 22-10, adopted March 1, 2022; Ord. No. 22-14, adopted May 3, 2022; Ord. No. 22-15, adopted May 3, 2022; Ord. No. 23-05, adopted February 7, 2023; Ord. No. 23-14, adopted May 6, 2023; and Ord. No. 23-15, adopted May 16, 2023.

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CODE City of MARTINSVILLE, VIRGINIA Codified through Ordinance No. 2024-3, adopted April 9, 2024 and Ordinance No. 2024-4, adopted November 19, 2024. (Supp. No. 78)

Virginia Municipal Codes > Virginia > Martinsville Code of Ordinances > - CODE > APPENDIX A - LAND SUBDIVISION ORDINANCE > SECTION 4. SUBDIVISION DESIGN STANDARDS

§ Sec. B Subdivision design standards.

In furtherance of the purposes of this ordinance, the following sub-sections address the minimum subdivision design standards for public infrastructure and other subdivision elements that shall be required and provided for with the final subdivision plat and public improvements plan for any subdivision.

1.Streets. 2.Blocks. 3.Lots. 4.Monuments and lot markers. 5.Easements. 6.Storm drainage. 7.Water and sewer systems. 8.Floodplains. 9.Fire protection and hydrants. 10.Gas, electric and telephone.

1. *Streets.*

a. *Street location and alignment.*

1. All subdivision street construction standards, right-of-way and pavement widths, and geometric design standards shall be in accord with those specified by the comprehensive plan, the city's adopted design and construction standards, the Virginia Department of Transportation Subdivision Design Guidelines or other applicable standards as may be approved by the zoning administrator or the planning commission. Streets categories shall be developed consistent with the city street categories as addressed in section B.1.f. and B.1.g. herein below.

Applicants may propose alternative street design and construction standards in conjunction with TND-O District projects and residential cluster development projects in locations where permitted within designated zoning districts.

2. The arrangement of streets in new subdivisions shall make provision for the alignment and continuation of existing streets in adjoining areas consistent with sound engineering practices and the guidelines for the city' street categories. The street arrangement shall be such as to cause no unnecessary hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it. Where the zoning administrator or the planning commission determines it is desirable to provide for street access to adjoining property, proposed streets shall be extended by dedication to the boundary line of such property and improved in accordance with the regulations set forth herein for public streets.
3. All subdivisions must have direct access to public dedicated roads that the city or State of Virginia maintain. Private roads that access public streets may be permitted in accordance with the provisions of this ordinance. All subdivisions shall be designed so that no individual subdivision lots will have direct access to any road or street designated as controlled or limited access unless, or where, in the opinion of the zoning administrator or the planning commission, the physiography, shape, or size of the tract would preclude other methods of providing appropriate public street access.
4. Subdivisions with a single outlet are discouraged where opportunities exist for interconnecting streets. Where traffic generated from a commercial or industrial subdivision exceeds one thousand (1,000) vehicles per day, or where a residential subdivision contains one hundred (100) or more dwelling units, such subdivision shall provide connectors to existing public streets at a minimum of two (2) locations. Where only one connection is physically achievable, the zoning administrator or

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the planning commission may require that the connecting portion of the entrance roadway shall be developed as a four-lane divided standard existing into the development for a length of not less than two hundred (200) feet (including center median turn lanes). In such case, no internal public street or private driveway access connection shall be permitted to this four-lane divided entrance section into the development. If the storm elevation of a one hundred-year flood could be anticipated to inundate, block or obstruct a principal means of access to a residential subdivision, the principal means of access shall be designed and constructed so as to provide unobstructed access at the time of flooding.

5. The arrangement of streets in a subdivision shall be coordinated with and provide for the planned continuation of existing streets into adjoining properties. The design of such streets with respect to alignment, grading, drainage, retaining walls, street cross sections, and street grades shall not be such as to cause unnecessary hardship to the owners of adjoining property to carry out the future extension of such streets. Where prescribed by the comprehensive plan or a separately adopted corridor master plan, street alignments, functional organization and configuration shall conform with the recommendations of those plans.
6. "Half street" sections (streets of less than the full street width or right-of-way required) or "partial street" sections along the property line of land proposed for subdivision shall not be permitted unless otherwise approved by the planning commission upon recommendation of the city engineer and the posting of a bond for the unconstructed section, the conditions for such bond to be approved by the city attorney.
7. Streets in predominantly residential subdivisions shall be designed to discourage through traffic that could encourage non-residential traffic patterns unless such street is specifically intended by the comprehensive plan or other city planning studies for an acceptable level of both residential and non-residential trips. In new subdivisions, traditional neighborhood (TND) transportation planning principles and transportation efficient street patterns shall be employed.
8. There shall be no buffer or reserve strips (referred to as "hate strips" or "spite strips, see section 11, Definitions) that is determined by the zoning administrator or the planning commission to deliberately limit access to or from existing or planned:
 - a. Through streets;
 - b. Public utility or infrastructure; or
 - c. Other public improvements, so as to violate the intent of this ordinance, sound planning practices, the comprehensive plan or other city plans.
9. No plat shall be approved or recorded which does not provide public street access to an otherwise landlocked property, provided that an applicant may petition the city for such plat approval when the conditions of internal and external access can be otherwise justified from a physical and legal standpoint to the satisfaction of the zoning administrator or the planning commission. (Example: The platting of a condominium property or a commercial shopping center outparcel with lot or parcel access and frontage limited to internal private roads, travelways or parking lots in cases where internal public access and private street easements have been legally and physically established to the satisfaction of the planning commission.)
10. Cul-de-sac streets are discouraged but may be permitted by the zoning administrator or the planning commission upon justification by the subdivider where interconnecting streets are not feasible. Culs-de-sac and dead-end streets, where permitted, shall provide a terminal turnaround having a right-of-way radius as prescribed by the city's adopted design and construction standards or other standard as may be accepted and approved by the city engineer.

If culs-de-sac cannot be otherwise avoided by the design and development of interconnecting interior public streets, cul-de-sac streets which have been approved shall be no longer than six hundred (600) feet to the beginning of the turnaround, unless warranted by unusual conditions and otherwise approved by the zoning administrator or the planning commission. Unless an alternative

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design is approved for the cul-de-sac termination, each cul-de-sac must be terminated by a turnaround of a radius (measured face of curb to face of curb) of not less than forty-three (43) feet for residential subdivisions) or fifty (50) feet for non-residential subdivisions. Right-of-way geometry and other right-of-way considerations shall be subject to approval of the city engineer. A permanent turnaround shall be properly graded and provided with curb, gutters and proper drainage. In lieu of a cul-de-sac on certain terminus streets of limited length, an applicant may present an alternative design based on the street's proposed traffic volumes, terrain character, proposed land use, right-of-way requirements, and other factors. The alternative design shall be subject to the review and approval of the city engineer.

11. Temporary culs-de-sac or their equivalent shall be constructed for those streets within a subdivision, or section thereof, which are planned for future extension but which have been shown on a subdivision plat and have been approved by the zoning administrator or the planning commission to terminate temporarily in conjunction with the subdivision improvements subject to the plat approval.

The temporary turnaround or its equivalent shall be located within the platted street right-of-way, upon other abutting property of the subdivider, or on an easement established by the subdivider on lots within the subdivision. In the case of easements, appropriate agreements shall be filed with the city setting forth the terms of the easement agreements. These agreements shall be approved as to the form by the city attorney.

12. Roundabouts (or "rotaries") may be employed as alternatives to conventional intersections in specific locations approved by and at the discretion of the planning commission upon recommendation by the zoning administrator and city engineer when such roundabouts are conducive to and consistent with the city's transportation objectives.

Roundabouts shall be designed as prescribed by the city's adopted design and construction standards or otherwise in accord with commonly accepted roundabout design and construction guidelines. The geometry, lane configuration, and operational characteristics of the roundabout shall be based on the SYDRA roundabout traffic modeling technique or an equivalent modeling technique approved by the city engineer and the zoning administrator.

13. At all points of intersection in street lines, curb returns and right-of-way lines shall be designed employing circular curve geometry. Curb returns shall be sized based on anticipated traffic conditions and mix of vehicular types. The curve best suited for the conditions shall be computed and dedicated as part of the public right-of-way, except that in no case shall the said right-of-way/property line curve have a radius less than fifteen (15) feet at the common right-of-way/property line. Required sidewalks shall be located within the dedicated public right-of-way at curb returns. (Refer to subsection 3.c. hereinafter.)

The applicant's engineer shall prepare graphic exhibits that sufficiently demonstrate intersectional turning movements for the types of vehicles (including fire and emergency vehicles) using individual streets in conjunction with the application for subdivision plat and public improvement plans.

14. The maximum grade of streets shall not exceed eight (8) percent and the minimum grade of streets shall not be less than one-half percent unless otherwise approved on recommendation of the city engineer.
15. The subdivider shall arrange, design and construct streets to conform with the street layout, where applicable and practical, of the city's comprehensive plan or other adopted planning studies.
16. Sidewalks, street lights, curbs and gutter, and complementary drainage conveyance systems shall be constructed with all new and redeveloped public streets.

b. *Service drives.*

1. Whenever a proposed subdivision contains or is located adjacent to a controlled access arterial street, major highway or expressway, and where the frontage lots in such subdivision are proposed

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to front on such highway, sufficient land shall be reserved so as to provide for subsequent construction of service drives or service streets approximately parallel to such right-of-way; but the zoning administrator or the planning commission, upon acceptance of design criteria by the city engineer, may, when consistent with the public convenience and necessity, waive the requirement of such provision.

2. Except where impractical by reason of topographic hardship, the area between the service drive and the major highway shall be sufficient to provide for landscape planting and screening. The dimension of the area between the service drive and a major highway and the points of access between the same shall be determined after due consideration of traffic safety requirements.
3. In locations where the city has an adopted corridor master plan or other adopted transportation plan, the right-of-way design standards or other functional criteria provided in that plan shall be respected.

c. Street extensions.

1. Proposed streets which will extend an existing street shall be improved by the subdivider, with the type of improvement and construction materials of such improvements in accord with the city's adopted design and construction standards, adopted corridor master plans, the VDOT Urban Highway Manual or other transportation design criteria as may be adopted by the city.
2. Where provision has been made for the future extension of a street or access to an adjacent parcel through extension of existing right-of-way either public or private, street extension notification signs shall be installed prior to final plat recordation for the subdivision or section thereof. The location of such street extension notification signs shall be shown, with details, on construction plans. In those subdivisions where a homeowners association has been established, provision shall be made in the documents establishing the homeowners association for the maintenance and repair of the street extension notification signs until such time as the street is extended.

d. Street signs and names. At each street intersection, within or adjacent to the proposed subdivision, there shall be one street identification sign of a design as provided for in the city's adopted design and construction standards.

1. Proposed streets which are obviously in alignment with other already existing named streets, shall bear the names of the existing streets. Failing to meet the above stipulation, in no case shall the names of proposed streets duplicate or too closely approximate existing street names elsewhere in the city, irrespective of the use of the suffix street, avenue, boulevard, drive, way, place, land or court.
2. Street names shall be indicated on all plats, and shall be approved by the city council upon input from zoning administrator or the planning commission.
3. No street name shall contain more than twenty (20) letters, including such symbols as St., Ave., or other abbreviations.
4. s of existing streets shall not be changed without approval of the city council.

e. Alleys.

1. Privately maintained and properly documented alley easements may be permitted at the discretion of the city council, upon recommendation of the planning commission and city engineer, provided there are agreements and documentation acceptable to the city council ensuring the intended access arrangements, adequate storm drainage improvements, grading, construction materials, locations for infrastructure, maintenance and upkeep of the alley easement.
2. No new alley easement shall be less than twenty (20) feet in width. Refer to section 1.g.5. herein below for additional alley classification details.

f. Street right-of-way classification, general.

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1. Streets shall be generally classified as either arterial (category 1), collector (category 2), and local (category 3). Sub-categories for streets, such as major and minor arterials, major and minor collectors, private alleys, and one- and two-way local streets, may be additionally classified and regulated according to specific subdivision design considerations and traffic characteristics. Private alleys (category 4) and private streets (category 5) represent non-public street classifications, subject to case-by-case review and approval. Private alleys and private streets are not accepted for public maintenance by the city, and private alleys and streets shall require property owner maintenance agreements if approved.
2. The classification of street categories shall be determined by the city upon consideration of the following:
 - i. Street location;
 - ii. Its relative importance within the city's transportation system;
 - iii. Existing traffic volumes;
 - iv. Projected traffic volumes;
 - v. Design speed;
 - vi. Traffic distribution and assignment characteristics; and
 - vii. Opportunities for future interconnectivity of the city street system.
3. In the absence of a designated category for an existing or proposed street, the street category and traffic engineering design requirements shall be determined by the zoning administrator upon analysis and recommendation by the city engineer. In such cases, a traffic impact assessment shall be performed by the subdivider/applicant in conjunction with the review of the subdivision plat and public improvement plans. The traffic impact assessment shall be prepared in accord with the city engineer's specified criteria for such studies.
4. Subdividers shall be required to reserve right-of-way for streets that have been designated as arterial streets as well as for other transportation facilities as may be depicted on the comprehensive plan, corridor master plans, adopted transportation plans, or the official map.
5. Subdividers shall be required to construct service drives and access points on arterial streets as may be required by a traffic impact assessment or to otherwise satisfy the transportation goals of the city and as may be depicted on the comprehensive plan, corridor master plans, VDOT plans, or the official map.
6. Subdividers shall be required to dedicate and construct all public streets directly serving the subject subdivision.
- g. *Street categories.* New subdivision streets shall be designed and constructed to standards and criteria that comply with the city's street categories and the city classification criteria outlined in paragraph 1.f. herein above. Subdivision streets shall conform to this ordinance and other geometric standards as may be approved by the city and guided by the comprehensive plan, the city's design and construction standards, and the official map.

If not otherwise approved by action of the zoning administrator or the planning commission in conjunction with the review of a subdivision application, the minimum right-of-way width, lane characteristics, on-street parking and other design elements for city street categories shall conform to the following guidelines:

 1. *Arterial street (category 1):* The category 1 arterial street serves the most intense regional traffic demands and may be assigned the sub-classification of major and minor arterial streets. When located in an urban setting, arterials may also be referred to as thoroughfares, parkways, boulevards, and avenues.

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Major and minor arterial streets generally represent roads that are designed to convey major inter-city, inter-county, and regional traffic patterns serving mixed traffic demands, origins, and destinations that are outside normal intra-city patterns. The design for a given arterial street shall comply with applicable state and federal standards for arterial streets at the time of development and as otherwise as determined by the zoning administrator or the planning commission upon analysis and recommendation of the city engineer.

A major and minor arterial have traffic volumes that typically exceed fifteen thousand (15,000) vehicles per day (VPD). The major arterial is differentiated from the minor arterial in that it is designed primarily for through regional traffic movements. Further, access points are either fully or partially controlled and, in some cases, may have companion service streets to provide for intra-block and other non-through traffic movements.

The major arterial is designed with significantly wider spacing of signalized intersections than minor arterial streets. The minimum right-of-way for a major arterial should be in the range of ninety (90) to one hundred (100) feet, but the right-of-way is typically wider. A minor arterial classification is typically assigned to a high traffic volume urban street that serves intra-county/city traffic patterns with carefully, but not restricted, controlled access but does not penetrate identifiable neighborhoods. The minimum right-of-way for a minor arterial street should not be less than eighty (80) feet.

For both arterial categories, the number of travel lanes, turning lanes, pavement widths and other geometric design factors for an arterial street shall be consistent with the city's comprehensive plan or adopted planning studies, VDOT street standards, and as otherwise determined by a traffic impact assessment prepared by the subdivider and approved by the zoning administrator or the planning commission upon recommendation by the city engineer. Arterials often include sidewalks or a shared bike/sidewalk path. Divided, landscape center medians are typical. No on-street parking shall be permitted on an arterial street. Shared center turn lanes ("suicide lanes") shall not be permitted on new arterial streets.

2. *Collector street (category 2)*: Collector streets generally serve as a feeder road to one or more major subdivisions connecting the subdivision to an arterial street. Collector streets may be sub-classified as major collectors and minor collectors.

A major collector street right-of-way width should be in the range of sixty (60) to seventy (70) feet, but may be wider based on local conditions. Its primary function is to provide intra-neighborhood linkages and aggregate traffic from a diverse group of city streets, carrying it to the arterial system and may serve as a major bus route. Generally, the traffic volumes on a major collector range between seven thousand (7,000) and fifteen thousand (15,000) vehicles per day (VPD), providing an outlet for the minor collector streets connecting thereto.

A minor collector street is designed primarily to serve the collection function for a group of local streets. Its purpose is to provide direct access to individual abutting lots. It may connect directly to a major collector an arterial, but it is not intended to handle long, inter-neighborhood pass-through trips within a subdivision. The minor collector street right-of-way is typically in the range of fifty-four (54) feet to sixty (60) feet. Generally, the traffic volume on a minor collector is in the range of one thousand (1,000) to seven thousand (7,000) vehicles per day (VPD). On-street parking may be permitted on a collector street upon review and approval by the planning commission. Shared center turn lanes (also commonly referred to as "suicide lanes") shall not be permitted on new collector streets.

For both major and minor collector streets, the number of major travel lanes, turning lanes, pavement widths and other geometric design factors for a collector street shall be consistent with the city's comprehensive plan or adopted planning studies, VDOT street standards, existing traffic conditions, projected traffic volumes, sidewalk and landscape improvements, and as otherwise determined by a traffic impact assessment prepared by the subdivider and approved by the zoning administrator or the planning commission upon engineering analysis and recommendation by the city engineer.

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3. *Local street, two-way (category 3)*: A local street represents the lowest category of the functional classification system for city streets. Its traffic is local in nature and extent, rather than intra-city or inter-regional. Generally the traffic on a local street should not exceed one thousand (1,000) vehicles per day. When serving as a local two-way street within a subdivision, a local street right-of-way should not be less than fifty (50) feet. Roundabouts may be permitted on a case-by-case basis. On-street parking shall be permitted on a local street. The number of travel lanes, turning lanes, pavement widths and other geometric design factors for a local street shall be consistent with the city's comprehensive plan or adopted planning studies, VDOT street standards, existing traffic conditions, projected traffic volumes, sidewalk and landscape improvements, and as otherwise determined by a traffic impact assessment prepared by the subdivider and approved by the zoning administrator or the planning commission upon analysis and recommendation by the city engineer.
 4. *Local street, one-way (category 4)*: Conditions unique to the terrain, site design and traffic patterns of a subdivision may give rise to the need for a local one-way street. The pavement width and other geometric design factors for a one-way local street shall be consistent with the city's comprehensive plan or adopted planning studies, VDOT street standards, existing traffic conditions, projected traffic volumes, sidewalk and landscape improvements, and as otherwise determined by a traffic impact assessment prepared by the subdivider and approved by the zoning administrator or the planning commission upon analysis and recommendation by the city engineer. The minimum right-of-way for a one-way street is typically in the range of forty (40) to fifty (50) feet and the minimum pavement width for the travel lane shall be sixteen (16) feet. Roundabouts may be permitted on a case-by-case basis. On-street parking may be permitted on a local street on a case-by-case basis upon approval by the planning commission.
 5. *Private alley (category 4)*: Where permitted, private alleys shall be located within a minimum twenty (20) foot easement, and shall not have a paved travel lane less than twelve (12) feet for one-way traffic or less than eighteen (18) feet for two-way traffic. Dedicated public access easements shall be sized to accommodate the terrain and functional use characteristics of the alley. No parking shall be permitted on a private alley. Utilities and drainage improvements may be installed within a private alley, provided that utility or other easements are recorded with the subdivision or other plat for the private alley. Trash receptacles or any other potential obstruction to vehicular movement may not be placed on the alley pavement.
 6. *Private streets (category 5)*: Private streets are not encouraged but may be approved under special conditions. Roundabouts may be permitted on a case-by-case basis. Refer to section 6 of this ordinance for private street regulations. See section 1.I. herein below.
 7. *Traditional neighborhood development street option*: Notwithstanding the above street categories and right-of-way standards, streets located within a traditional neighborhood development may have reduced rights-of-way, provided that no right-of-way shall be less than forty (40) feet and shall otherwise be approved by the zoning administrator or the planning commission upon analysis and recommendation by the city engineer. The use of roundabouts is encouraged at low traffic intersections. It shall be the responsibility of the applicant to provide traffic and transportation engineering documentation to support the recommended street section.
- h. *Street entrances and sight distance.*
1. The entrance of a new street onto any public road for vehicular traffic to and from such subdivision shall be subject to the approval of the zoning administrator or the planning commission upon analysis and recommendation by the city engineer and shall be designed and constructed in accordance with the city's adopted design and construction standards and VDOT criteria. Horizontal separation between planned new and existing entrances shall be based on traffic impact analysis and evaluations.

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2. Minimum vertical and horizontal sight distances between planned and existing entrances or between planned intersections within a new subdivision shall be a function of the appropriate design speed for the subject streets. Sight distance standards shall be as prescribed by the city engineer.

An applicant's engineer shall demonstrate adequacy of intersectional sight distances (vertical and horizontal) and standard vertical sight distances in conjunction with the application for subdivision plat and public improvement plan approval.

3. Sight distance easements on private property shall be required where sight distances requirements cannot be met entirely within the public right-of-way. It shall be the responsibility of the property owner to maintain a clear line of sight on any lot where a sight distance easement has been documented or platted.

i. *Sidewalks and curb and gutter improvements.*

1. Sidewalks and curbs and gutters shall be installed with all new streets by the subdivider in accordance with the city's adopted design and construction standards, VDOT road and bridge specifications and standards and any other pertinent regulations. Sidewalks as well as curbs and gutters with appropriate underground drainage structures shall be installed on both sides of each street in new subdivisions within every zoning district in the city.
2. Any decision to grant a waiver of the (a) sidewalk, and/or (b) curb and gutter requirement shall be at the sole discretion of the zoning administrator or the planning commission upon analysis and recommendation by the city engineer.

j. *Street intersection approach angle.*

1. Subdivision streets shall intersect with existing or proposed streets at an angle as close to ninety (90) degrees as practicable, but in no case shall such angle be less than eighty (80) degrees, unless the zoning administrator or the planning commission upon recommendation of city engineer shall approve a lesser angle of approach for reasons of contour, terrain or matching of existing patterns.
2. Roundabouts shall be evaluated as an potential alternative in cases where approach angles for a conventional intersection cannot otherwise be accommodated or where intersectional traffic movements would be benefited by the construction of a roundabout.

k. *Street lighting.*

1. Street lights shall be installed by the subdivider on one or both sides of the street as herein provided in accordance with the city's design and construction standards, VDOT road and bridge specifications and standards manuals or as per direction of the zoning administrator or the planning commission. Street lights may be required on one or both sides of the street depending upon the topography, intensity of the development, frequency of vehicular or pedestrian activity, location with respect to schools and other considerations the planning commission may determine in a particular case. Placement of street lights shall consider the location of sidewalks in relationship to the street in order to provide safe and efficient lighting for pedestrians.
2. For residential development, street lighting shall be installed which provides a minimum average of 0.3 foot candles at road grade. The location of required street lighting and related information shall be shown on subdivision plats, site plans and construction plans.
3. On streets offered for dedication into the city's public street system, the street lights and related facilities shall be located within public rights-of-way, or within dedicated public utility easements. Following installation, the costs of maintenance and operation of public street lighting shall be borne by the city.
4. Each developer must coordinate with the utility company providing electric power for the location and installation of lights. Lighting shall be either (a) a standard fixture offered for installation by the power company and approved by the zoning administrator or planning commission, or (b) a non-

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standard ornamental type light in accordance with the power company regulations and approved by the zoning administrator or planning commission.

5. Lighting plans for public streets shall be submitted by the subdivider and approved by the city engineer.
 6. On private streets, lighting may consist of street lights or individual lights at the front of each lot. No occupancy permit shall be issued by the building official for a development, or a phase within a development, until all required street lights are installed according to approved plans and are functioning in proper working condition. The cost of installation of the street lighting shall be borne by the subdivider. The city shall incur no maintenance or operational responsibility for street lighting on private streets.
- I. *Private streets, general.* All subdivisions shall be served by public streets, provided that this requirement may be waived subject to conditions and restrictions imposed by zoning administrator and/or the planning commission. A waiver will be considered only in cases where the applicant can demonstrate that:
1. The benefits of the private street meet or exceed those of the public street;
 2. The residents served by the private street will be provided with an equivalent level of access, both pedestrian and vehicular, as provided by public streets;
 3. Property owners' association documents establish adequate fiscal and maintenance requirements for the private street; and
 4. Private streets are compatible with the community which they serve.

All subdivisions and developments must have access to either city or state maintained roads. This access may be via such private streets as may be approved by the planning commission provided that:

1. The final subdivision plat and all deeds of subdivision, or similar instruments, for any single-family subdivision containing private street(s) shall clearly designate the streets which are to be private and shall contain the following note:

"The following street(s), _____, in this subdivision are privately owned and maintained by the lot owner(s), do not meet City requirements for a public street, and will not be maintained by either the State of Virginia or the City of Martinsville."

Grantors of any subdivision lot(s) to which such statement applies must include the statement on each deed of conveyance thereof. The final subdivision plat shall provide adequate easements across private streets for ingress, egress, drainage, maintenance of utilities, and access by public agencies.
2. All lot owners must be assured perpetual right of access via the private street to the State of Virginia maintained road;
3. No private roadways in non-residential developments shall carry in excess of five hundred (500) vehicles per day or serve residential subdivisions of over fifty (50) dwelling units unless otherwise approved by the planning commission.
4. All permitted private roadways shall carry a street name approved by the city. Individual lots shall carry a street address.
5. On-street parking spaces may be permitted on private streets provided that the street design provides for appropriately designed and clearly marked spaces.
6. Private street designs shall be reviewed on a case-by-case basis as a category 6 street (refer to section 4). The approval of a design section for a specific private street shall not be construed as a precedent for the design criteria of any other private street in a subsequent subdivision application.

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7. Plats of record, deeds, and property owners' documents state that (a) the maintenance, renewal and upkeep of the private street is the sole responsibility of a property owner's association, and (b) neither the city nor the state will maintain such private streets.
8. The above does not preclude (1) the property owners' association from petitioning and (2) the city from accepting a private street into the public system at a future point in time. Such acceptance shall be subject to and meet the following requirements:
 - (i) The private street be brought into compliance with applicable public street standards of the city in effect at the time of petition and without cost to the city;
 - (ii) The petition for acceptance meets all by-laws and other property owners' association requirements;
 - (iii) All necessary deeds, plats and property ownership agreements signifying appropriate request for the city to accept and maintain the street have been approved by the appropriate parties and have been legally recorded;
 - (iv) A maintenance bond of duration recommended by the city engineer has been duly posted; and
 - (v) The city council, at its sole discretion, upon recommendation by the planning commission, agrees to accept the street into the public system.

m. *Private street standards.*

1. The applicant shall provide engineering plans, profiles, details, design sections and construction standards consistent with the requirements of a public improvements plan for all private streets and related infrastructure.
2. Geometric design requirements for private streets and parking areas shall conform with the private street design standards provided in city's design standards or as otherwise approved by the planning commission upon recommendation by the city engineer and the zoning administrator.
3. The methods of pavement engineering design, construction practices, and materials used in the construction of private street improvements shall conform to the current city design and construction standards and VDOT criteria as would be applied to a public street of similar traffic volumes and characteristics.
4. Signs and striping of private roads and streets shall be provided and paid for by the developer. Signs shall meet the requirements of the city's design and construction standards and be designated on the public improvements plan.

n. *Maintenance of private streets.*

1. A bona fide property owners' association must be established and given the responsibility of ownership and perpetual maintenance of private roadways and, where appropriate, sidewalks and/or trails. Maintenance agreements shall include provisions for periodic and scheduled maintenance as well as snow removal.

2. *Blocks.*a. *Block length.*

1. The length of a block in a proposed subdivision shall be not less than two hundred fifty (250) feet nor more than eight hundred (800) feet, provided that the planning commission may approve a block which is less than two hundred fifty feet (250) and which exceeds eight hundred (800) feet in length, wherever physiography, access considerations, or other functional limitations can be demonstrated to the satisfaction of the zoning administrator or the planning commission.
2. In projects planned for traditional neighborhood development, flexible individual block length requirements for the project may be approved with the approval of the code of development and regulating street plan for the TND-O zoned property.

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b. *Block width.*

1. The width of a proposed subdivision block shall be sufficient to allow two (2) tiers of lots of minimum depth (as prescribe by the applicable zoning district), except where fronting on controlled access streets; provided that the zoning administrator or the planning commission, as applicable (see section 2.D.1, Administration), and upon recommendation by the city engineer, may approve a single tier of lots of minimum depth wherever physiography, access requirements, location, environmental factors, or other design factors support such approval.
2. In projects planned for traditional neighborhood development and applied for under the requirements of the TND-O District, individual block width requirements for the project may be approved with the approval of the code of development and regulating street plan for the property.

c. *Block orientation.* Where a proposed subdivision adjoins a controlled access street, major arterial highway, or collector street, the zoning administrator or the planning commission may require either:

1. Public service streets or private driveways parallel to such arterial or collector street, or
2. Reverse frontage lots, to facilitate safe ingress or egress to the subdivision.

d. *Non-conforming blocks.* Any proposed blocks of irregular shape or otherwise not conforming to the dimensions required in this section that cannot otherwise be approved by the zoning administrator or the planning commission may be submitted to the board of zoning appeals for consideration under BZA regulations.3. *Lots.*a. *Relationship to street.* Each lot shall front on a public street dedicated by the subdivision plat or deed of dedication, or on an existing approved public street.b. *Corner lots.* Corner lots shall be designed to meet front setback line requirements on both streets on which the corner lot abuts, unless otherwise specifically prescribed by the individual zoning district in which the lot is located. Corner lot design and building placement within subdivisions approved for traditional neighborhood development shall be subject to development plan and code of development approval.c. *Right-of-way/property lines.*

1. Property lines at street intersectional curb returns shall be rounded with a radius of not less than fifteen (15) feet, provided that at an intersectional curb return of any street with a major or minor arterial street, or at other locations where traffic hazards and congestion may be anticipated, common right-of-way/property lines shall be of a circular curve radius of not less than twenty-five (25) feet, or greater if deemed necessary by zoning administrator or by the planning commission, as applicable (see section 2.D.1, Administration), upon review of traffic analysis.
2. Smaller radii for property lines coinciding with street rights-of-way may be considered for approval by the zoning administrator or the planning commission where such radii are consistent with the city's objectives for community planning and land use.
3. In projects planned for traditional neighborhood development and applied for under the requirements of the TND-O District, individual intersectional curb return and right-of-way curve geometry for proposed streets may be approved with the approval of the code of development and regulating street plan for the property.

d. *Lot size and area.* Each lot shall have at least one building site, the minimum size and area of which shall be as set forth in the zoning ordinance for the individual zoning district in which the lot is located. In projects planned for traditional neighborhood development and applied for under the requirements of the TND-O District, individual lot size and area requirements shall be established with the approval of the code of development and regulating street plan for the property.

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e. *Double frontage and reverse frontage lots.* Double frontage or reverse frontage lots shall be permitted where essential to provide separation of residential development from streets, to overcome disadvantage of topography, or where exceptional site design permits.

f. *Lot shape and pipestem lots.*

1. Each lot shall be of a shape which provides a satisfactory and desirable building site. No lot shall contain peculiarly shaped elongations or other geometrical configuration which are designed solely to provide the necessary square footage of area or frontage on a public street.
2. No "flag lots" or "pipestem lots" shall be permitted unless otherwise in accord with the provisions for such lots within a cluster subdivision or within a TND-O District project. In cases where pipestem lots have been approved, the final subdivision plat, related property owners' documents, deeds and easement agreements must ensure that the lot owner and contiguous lot owners are informed of and accept certain responsibilities related to ownership and maintenance of access.
3. The final subdivision plat for the pipestem lot and contiguous lots or open space as well as any subsequent homeowners' documents, lot transfer agreements and deeds shall address the following:
 - (i) The pipestem driveway providing access to this lot is a driveway privately owned and privately maintained by the lot owner or by a designated community or homeowner's association;
 - (ii) The owners of abutting lots utilizing pipestem driveways automatically assume an obligation for maintenance of the pipestem driveway, which obligation is a condition of their ownership of the property and runs with the land; and
 - (iii) An adequate easement for ingress, egress, construction, maintenance of utilities, and access by town, county and other emergency vehicles shall be provided where common driveway construction is used.

g. *Remnants and outparcels.* Remnants or outparcels (property smaller than minimum zoning district lot size) shall not be created by the subdivision of land, provided that remnant lots may be approved for where the ownership and maintenance of such remnants are accepted for public use or are provided for in the property owners' association articles of incorporation and subject to approval by the zoning administrator or the planning commission under the following circumstances:

1. The remnant or outparcel is intended for a specific accessory use for the subdivision, and the subdivision plat contains a notation restricting the use and development of the remnant or outparcel to that specific use; or
2. The remnant or outparcel is intended to be reserved as open space set-aside, and the subdivision plat contains a notation restricting the use and development of the remnant or outparcel to open space use; or
3. Upon a finding by that the proposed remnant or outparcel is accepted by the city for a public use that will benefit the public (e.g. public water, sewer, stormwater or similar utility facilities), and the subdivision plat contains a notation restricting the use and development of the remnant or outparcel to that specific use.

h. *Side lot lines.* Side lot lines should be approximately perpendicular to the centerline bearing of the street on which the lot has frontage. Side lot lines on culs-de-sac should be radial to the circular curvature of the cul-de-sac unless otherwise constricted by special terrain conditions, landscape design considerations, or unique lot access requirements.

i. *Residential lot development plans.* Residential development on individual subdivision lots shall respect drainage patterns and other subdivision improvements established by the approved subdivision plat and public improvements plans. Building permits for individual lots shall not be issued unless and until a lot development plan, prepared in accord with the requirements of this ordinance, shall be submitted to and approved by the zoning administrator.

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j. *Lot grading.*

1. Subdivisions and subdivided lots contained therein shall be designed and graded so as to provide positive drainage in accord with a master grading and storm drainage plan for the subdivision.
2. Streets, public infrastructure, mass grading, individual lot grading, dwelling placement and other improvements shall be engineered and coordinated to ensure that the storm runoff from all improved properties within the subdivision can be adequately collected, conveyed, and treated without adversely impacting adjoining lots and properties.

k. *Lot sewerability.*

1. All lots shall be provided with sewer laterals with adequate and necessary access to public sewer to be constructed with the subdivision improvements. Sewer main and lateral design shall anticipate the planned building elevation of the intended structure for a given lot, and, to the greatest extent practicable, the sewer main and lateral installations to all structures shall provide gravity service.
2. A lateral schedule shall be provided with all subdivision plats and public improvements plans. It shall be the responsibility of the lot owner to maintain sewer laterals on private property.

l. *Lot water service.*

1. All lots shall be provided public water service, with laterals and meters installed at the time of subdivision development.
2. Public water improvements shall be designed to ensure adequate pressure and flow consistent with the city's adopted design and construction standards to the elevation of the highest story of a structure on the property which would be permitted by the underlying zoning district.
3. It shall be the responsibility of the lot owner to maintain water laterals on private property. The subdivider's engineer shall provide documentation as to adequacy of water pressure for domestic water supply and fire protection for each lot in the proposed subdivision. The city engineer, at its discretion, may require hydrant pressure tests in conjunction with the review and approval of subdivision plats and public improvements plans.

4. *Monuments and lot markers.*

- a. *Monument location and type.* Permanent reference monuments shall be placed as required by city standards.
- b. *Lot corner location and type.* All other lot corners shall be marked with permanent reference markers. Lot corners shall be placed by a certified land surveyor prior to the recordation of any subdivision plat. Any lot corners which are removed during the installation of required subdivision improvements shall be reinstalled prior to the issuance of an occupancy permit on any lot.
- c. *Visibility of monuments and markers.* Upon completion of all streets and other improvements in the subdivision, all monuments and pins required shall be clearly visible or marked with a guard stake and flag for inspection and use prior to the release of subdivision bond.

5. *Easements.*a. *Easement geometry.*

1. Minimum easement widths for public improvements, utilities, and related subdivision infrastructure shall be delineated on the final subdivision plat in accord with provisions and criteria of this ordinance and the city's adopted design and construction standards or as otherwise approved or established by the city engineer.
2. Easements of different public or private utilities or infrastructure may overlap each other with the approval of (1) easement characteristics and (2) any additional required design elements by the city engineer.

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b. *Easement agreements and dedication documents.* Easement agreements and dedication documentation shall be provided in accord with the standard form provided by the zoning administrator.

c. *Maintenance of easement areas.* Easements on individual subdivision lots shall be maintained by the lot owner or the applicable homeowners' or property owners' association unless otherwise provided for by separate agreement.

6. *Storm drainage.*

a. *Storm drainage improvements.*

1. Storm drainage systems shall be provided in accord with the city's design and construction standards or as otherwise required by the city engineer.
2. Public improvements plans shall provide drainage calculations (including hydraulic grade lines), plan and profile designs, and construction details and specifications.

b. *Stormwater management and BMP improvements.*

1. Stormwater management (water quantity) systems and BMP, best management practices, (water quality) facilities shall be provided for storm runoff in accord with the city's adopted design and construction standards and in compliance with the state's stormwater management regulations.
2. Stormwater management and best management practices improvements to be located on private property shall require a public improvements plan or a site plan pursuant to the requirements of the zoning ordinance.
3. The applicant shall provide the city with all necessary and required state and federal permits that relate to stormwater management, wetlands protection, and other water quality and water quality considerations.
4. No subdivision plat or public improvement plan shall be approved prior to requisite state and federal permit approvals.

c. *Stormwater easements.*

1. Dedicated private and/or public easements shall be provided for storm drainage, stormwater management facilities and best management practices (such as rain gardens and bio-retention facilities) in accord with the city's adopted design and construction standards and state stormwater management requirements.
2. In lieu of dedication, the zoning administrator or the planning commission may require that stormwater management facilities be maintained privately.
3. For any lot on which a required privately maintained stormwater facility, bio-retention facility, rain garden or like facility is located, final subdivision plat shall include a note that contains the following information pertaining to any such lot:
 - (i) "The lot contains a required, privately maintained stormwater management or Best Management Practice improvements that shall be maintained by and at the expense of the owner or property owners' association in accordance with City regulations;" and
 - (ii) "The facility shall be made accessible and available for periodic inspection by City officials upon proper notice."
 - (iii) "If the City determines that a private stormwater facility (SWM or BMP) required maintenance and after proper notice to the property, the City may provide necessary maintenance and the lot owner shall be responsible to reimburse the City for any expenses incurred."

7. *Water and sewer collection systems.*

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- a. *Authority.* The city council shall have authority over sewer and water connections in Martinsville. No individual private well and septic service is permitted to provide domestic service for any residential or non-residential use.
 - b. *General design and construction requirements.* Water and sewer infrastructure shall meet the minimum requirement to provide adequate public facilities and that it be designed to accommodate the full build-out capacity requirements for the proposed subdivision. Refer to the city's design and construction standards or standards as otherwise may be approved by the city engineer.
 - c. *Contributing population for design.* Refer to water and sewerage recommendations and demographic projections outlined in the comprehensive plan, the city's water and sewer master plan, and the city's adopted design and construction standards.
 - d. *Other design criteria.* Refer to the city's adopted design and construction standards, the comprehensive plan, the state department of health's regulations, and design standards or as may otherwise be required by the city engineer.
 - e. *Location of water mains, sewer and appurtenances.* Refer to water and sewerage standards and criteria as outlined in the city's water and sewer master plan, the city's adopted design and construction standards, the state department of health guidelines, and as otherwise required and approved by the city engineer.
 - f. *Acceptance tests.* Criteria for acceptance of sanitary sewer and water mains shall be as specified in the city's design and construction standards or standards as otherwise approved by the city engineer.
 - g. *Easements.* Minimum easement widths shall be in accord with city standards or as otherwise approved by the city engineer. Shared or overlapping easements are subject to approval by the city engineer.
8. *Flood plains.*
- a. *Floodplain delineation.* The planning commission, in the interest of the health, safety, and general welfare of the present and future inhabitants of the city, shall establish controls for the subdivision of any property which lies within a one hundred-year floodplain in accordance with the following provisions and the city's floodplain ordinance:
 - 1. In a proposed subdivision that includes property within a FEMA-designated floodplain along a stream, wetlands, marsh or other watercourse, the one hundred-year floodplain shall be shown on the public improvements plans and the subdivision plat.
 - 2. FEMA map source information, including elevation datum and date of preparation, shall be included on all subdivision exhibits.
 - b. *Supplemental floodplain study.* An engineering floodplain study shall be required if an area located within a proposed subdivision contains a stream, wetlands, marsh, or other watercourse which:
 - 1. Is subject to periodic flooding and has not had a one hundred-year floodplain specifically delineated by FEMA, or
 - 2. Where there is an indication that the FEMA floodplain study does not accurately reflect existing conditions, provided that the subdivider may be required at the discretion of the city engineer to prepare an engineering floodplain study which establishes the flood elevations and contours for both the pre-development and post-development property conditions.
 - c. *Floodplain engineering criteria.*
 - 1. The calculated one hundred-year pre-development and post-development floodplain elevation shall be shown on the subdivision plat of the property to be subdivided including the location and delineation of the floodplain elevations on contiguous property outside the limits of the subdivision.
 - 2. If required, the floodplain study shall be based on contour mapping prepared at a minimum scale of one inch = one hundred (100) feet with two-foot contour intervals. The hydraulic analysis of the

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floodplain shall be based on standard HEC modeling (or equivalent floodplain engineering analysis technique) with minimum analysis sections of one hundred (100) feet (preferably fifty (50) feet).

3. A certified engineering report shall be submitted that includes calculations for the pre-development and post-development water surface elevation impacts, with appropriate plans, profiles, and cross-sections.

The analysis shall include the hydraulic post-development impact of proposed stormwater management (for both stormwater quantity and quality) facilities.

4. Floodplain studies shall be prepared by a registered professional engineer qualified to perform such work.

9. *Fire protection and hydrants.*

- a. *Hydrant location.* Adequate fire hydrants shall be installed by the developer in a subdivision at locations as required by the city engineer, the city's adopted design and construction standards, and located as necessary to provide adequate overlapping fire protection coverage.
- b. *Easement required.* Fire hydrants shall be installed within the public right-of-way or public access easement at the cost of the developer.
- c. *Design standards.* All water mains shall be designed to provide hydrant flows and residual pressures to established standards set by the city engineer, the city's adopted design and construction standards and otherwise in accord with the state department of health's design standards.

10. *Gas, electric, telephone and cable.*

- a. *Coordination responsibility.* The subdivider shall coordinate with local power, gas and telephone providers prior to submission of the final subdivision plat and public improvement plans (and site plans, if required by zoning) to ensure adequate location, alignments, easements, maintenance access, and other design criteria can be provided.
Approved and coordinated engineering design shall be depicted on final subdivision plats with plan and profile engineering details provided on accompanying public improvements plans.
- b. *Easements required.* All proposed utilities that are to be maintained by the city after construction and installation shall be located in easements dedicated to the city and recorded with the record plat of the subdivision. These easement areas are to be of the form and size described by the city's design and construction standards or as otherwise specified by the city engineer.
- c. *Shared easements.* The owner of property proposed for subdivision or development shall convey common or shared easements to franchised cable television operators furnishing cable television and public service corporations furnishing cable television, gas, telephone and electric service to the proposed subdivision or development, as set forth within Code of Virginia § 15.2-2241(6).
- d. *Underground installation required.* All subject electric, telephone and cable alignments within new subdivisions shall be installed underground with any necessary above-ground connections, meters, and related devices installed to the rear of lots to the extent feasible.

Annotations

Notes Applicable To Upper Hierarchy

EDITORS NOTE:

Ord. No. , adopted Dec. 12, 2017, amended App. A, Subdivision Ordinance, in its entirety to read as herein set out. Absence of a history note indicates that the section derived, unamended, from said ordinance. Amendments will be indicated by history notes appearing in parentheses after the amended section. Obvious misspellings and

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punctuation errors have been corrected without notation. For stylistic purposes, the same system of capitalization, citation to state statutes, and expression of numbers in text as appears in the Code of Ordinances has been used. Additions made for clarity are indicated by brackets. Former App. A pertained to similar subject matter and derived from ordinances adopted Jan. 27, 2004; Dec. 17, 1957; Dec. 10, 1966; Aug. 8, 1967; Nov. 9, 1971; and Ord. No. 91-20, §§ I, XX, adopted Jan. 28, 1992.

CHARTER REFERENCE:

Dedication of streets in subdivisions, Ch. 1, § 2(35).

CROSS REFERENCE:

Subdivision ordinance not affected by Code or ordinance adopting Code, § 1-7(6); building regulations, Ch. 6; erosion and sediment control, Ch. 8; traffic, Ch. 12; streets and sidewalks, Ch. 19; water, sewers and sewage disposal, Ch. 23; zoning ordinance, App. B.

STATE LAW REFERENCE:

Subdivision and development of land, Code of Virginia § 15.2-2240 et seq.

Virginia Municipal Codes

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[Petersburg, Virginia Code of Ordinances Sec. 33-60](#)

CODE OF ORDINANCES City of PETERSBURG, VIRGINIA Codified through Resolution No. 2025-041, adopted June 17, 2025. (Supp. No. 20)

Virginia Municipal Codes > Virginia > Petersburg Code of Ordinances > PART II - CODE > APPENDIX A - SUBDIVISIONS > ARTICLE IV. REQUIRED IMPROVEMENTS

§ Sec. 33-60 Sidewalks.

Where constructed, sidewalks shall be forty-eight (48) inches in width, or such additional width as required by the director of public works to match existing improvements. Sidewalks shall be constructed on both sides of minor streets within subdivisions in districts where zoning is for multiple family or commercial use. Sidewalks shall be required on one side of a street to be extended up to one-half mile from the point of access to an existing or planned school site by normal pedestrian routes. This shall include the full length of a block which would otherwise have such sidewalks for only a portion of its full length.

HISTORY NOTE:

(Code 1981, § 33-60)

Annotations

Cross Reference

Sidewalks, ch. 98.

Notes Applicable To Upper Hierarchy

EDITORS NOTE:

The Subdivisions Ordinance, formerly set out as Chapter 33 of the 1981 Code, has been included herein as Appendix A, Arts. I, V at the direction of the city. The material has been set out as it appeared in the 1981 Code. Obviously misspelled words and typographical errors have been corrected without notation. Words added for clarification have been added in brackets. Amendments are indicated by a history note immediately following the amended section.

CROSS REFERENCE:

Building regulations, ch. 22; erosion and sediment control, § 50-124 et seq.; planning commission, § 82-31 et seq.; sewers and sewage disposal, § 114-171 et seq.; streets and sidewalks, ch. 98; water supply, § 114-31 et seq.; zoning, app. B.

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[South Boston, Virginia Code of Ordinances Sec. 48-215](#)

TOWN OF SOUTH BOSTON, VIRGINIA Recodification codified through Ord. of 6-14-2021, adopted on June 14, 2021

Virginia Municipal Codes > Virginia > South Boston Code of Ordinances > PART II - CODE OF ORDINANCES > Chapter 48 - SUBDIVISIONS > ARTICLE V. REQUIRED IMPROVEMENTS AND DESIGN STANDARDS

§ Sec. 48-215 Sidewalks.

Sidewalks not less than five feet in width shall be installed within the right-of-way on both sides of all collector streets and along all streets providing lot frontage for multifamily dwellings and single-family attached dwellings as defined in chapter 58. Sidewalks not less than four feet in width shall be installed within the right-way on both sides of all local streets surrounding blocks containing lots which have less than 100 feet of lot width. Sidewalks shall be installed in accordance with town construction standards. The planning commission may, for good cause shown, waive the requirement for sidewalks.

HISTORY NOTE:

(Code 1996, § 94-48; Ord. of 11-13-2000(1), §§ II, V)

Annotations

Notes Applicable To Upper Hierarchy

STATE LAW REFERENCE:

Land subdivision and development, Code of Virginia, § 15.2-2240 et seq.; mandatory provisions of a subdivision ordinance, Code of Virginia, § 15.2-2241 et seq.; optional provisions of a subdivision ordinance, Code of Virginia, § 15.2-2242; Virginia Public Records Act, Code of Virginia, § 42.1-76 et seq.; Subdivided Land Sales Act, Code of Virginia, § 55.1-2300 et seq.

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Sec. 74-71. Design standards for new streets and alleys.

- (a) *Layout.* Local streets shall be laid out to conform as much as possible to the topography, to encourage energy conservation, to provide vehicular, bicycle and pedestrian interconnections within the subdivision and existing or future development on adjoining lands, to permit efficient drainage and utility systems and to require the minimum number of streets necessary to provide for safe, convenient access to property.
- (b) *Intersection.* No more than two streets shall intersect at one point. Intersections shall be laid out so as to intersect as nearly as possible at right angles. A 75-degree angle shall be the least acceptable angle between two intersecting streets.
- (c) *Alignment.* Streets that do not align with existing streets shall have an offset of not less than 150 feet between centerlines.
- (d) *Surface.* All public streets shall be designed in conformity to the requirements set forth in the most current version of the VDOT Road Design Manual and the City of Waynesboro Standard Details and Approved Product Manual.
- (e) *Right-of-way.* The minimum width of right-of-way shall be sufficient to accommodate all roadway elements, including pedestrians, multiuse trails, bicyclist, shared use paths and the clear zone and extend at least one foot behind any feature intended to be maintained by city as part of the roadway. However, the minimum width of right-of-way shall be no less than 50 feet. No right-of-way shall be used for street trees when less than 60 feet of right-of-way is provided.
- (f) *Adjacent easement.* Adjacent easement refers to an area five feet in width on either side of the dedicated right-of-way which shall not be deemed to be conveyed to the city in fee simple, but over which the city shall be deemed to have a perpetual easement for public purposes, including, but not limited to, location of city utility lines, poles and meters, planting of shade trees, installation of traffic signs or signals, bus stops or benches and clearing and cutting to preserve visibility at driveways and intersections. The developer shall grade the areas subject to such easements in the same manner as the dedicated right-of-way, and such easements shall be shown on preliminary and final plats. The reservation of such easements shall not be deemed to deny the property owner rights of ingress and egress which would otherwise accrue to him, nor to deny the developer or owner the right to include the area subject to the easement in calculating lot sizes to fulfill minimum area requirements in the city zoning ordinance (Chapter 98 (Zoning) of this Code).

On arterial streets, no adjacent easements are required; instead, additional right-of-way is to be dedicated in fee simple to permit future widening of the paved surface. In the case of a new subdivision bounded on only one side by an existing arterial street, the subdivision agent may only require the dedication of one-half of the amount of additional right-of-way required to increase the total right-of-way.

- (g) *Cul-de-sacs.* No cul-de-sac street shall exceed 500 feet in length, excluding the turnaround. The subdivision agent may waive this maximum length standard if it can be demonstrated the protection of existing terrain or environmental features would be better served by a longer cul-de-sac as opposed to an interconnected system of streets or if previous development precludes interconnected streets. Where deemed necessary by the city engineer or subdivision agent, adjacent cul-de-sacs shall have a 20-foot limited access easement connecting the cul-de-sacs.
- (h) *Temporary turnarounds.* Streets that terminate temporarily and thereby take on the character of a dead-end street shall be provided with a temporary turnaround as specified in the VDOT Road Design Manual.
- (i) *Grades.* The maximum allowed street grade without special approval shall be six percent. Grades in excess of six percent may be allowed by the city engineer or their designee upon determination that such a street grade will permit better lot arrangements with less adverse environmental impact.

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- (j) *Street names.* Where a street is planned as a continuation of an existing street, such street will bear the same name. New street names shall be sufficiently different from existing street names in the city or Augusta County to avoid confusion. The subdivision agent shall ratify all street names.
- (k) *Sidewalks.* A concrete sidewalk at least five feet wide exclusive of curbing and constructed to city standards shall be provided on both sides of all local, collector, and arterial streets. In all instances the dedicated right-of-way shall be sufficient to permit installation of sidewalk at some point in the future.
- (l) *Sidewalk buffer.* A planted buffer strip at least three feet wide shall be placed between the sidewalk and the roadway. Where unique circumstances are present or where a narrower strip would result in a better design, the subdivision agent may reduce the three-foot minimum.
- (m) *Multi-use path.* A multi-use path may be constructed on one side of the street in lieu of sidewalks. Multi-use path along streets shall comply with AASHTO design standards and shall have a preferred minimum width of ten feet, though a minimum width of eight feet may be approved by the subdivision agent.
- (n) *Pedestrian crossings.* Pedestrian crossings compliant with City requirements shall be constructed at all new street intersections and any existing intersections where sidewalks, bicycle trails, or a greenway are required to be installed in connection with the subdivision.
- (o) *Alleys.* Private alleys of not less than 20 feet in width may be provided in the rear of all business and industrial district lots. No dead-end alleys shall be permitted.
- (p) *Accessways.* As defined in chapter 98, section 98-5.3.2, accessways shall be provided in blocks over 800 feet in length or at the end of cul-de-sacs to allow for pedestrian connectivity to existing or future schools, parks, greenways, trails, bikeways, or streets.
- (q) *Signs.* Street name identification signs and traffic control signs shall be installed of a design and in locations as specified in the VDOT Road Design Manual.
- (r) *Traffic devices.* Traffic signals, speed bumps or traffic calming devices shall be installed, at the subdivider's expense, as required by the city engineer or by a traffic impact analysis if warranted.
- (s) *Street lights.* Fully shielded, downward-facing street lights in accordance with the standards of chapter 98, sections 98-5.5.3 shall be installed, at the developer's expense, in order to promote the general health, safety and welfare and to enhance general subdivision quality and aesthetic character. Streetlighting should be of scale and character befitting the overall development plan. Driveway lighting and other alternative lighting may be considered by the subdivision agent in lieu of streetlights.
- (t) *Reserve strips.* Reserve strips restricting access to streets or alleys shall not be permitted.
- (u) *Reverse curb and gutter.* Reverse curb and gutter shall not be allowed within the public right-of-way.
- (v) For phased subdivisions, street and utility capacity and connectivity for each phase shall provide an acceptable level of service to the initial phase(s) of the subdivision. The city engineer or his designee may require a traffic impact analysis for one or more phases.
- (Ord. No. 2017-039, 8-28-17; Ord. No. 2018-44, 6-25-18; Ord. No. 2022-42, § 1(Att.), 7-11-22; Ord. No. 2025-21, § 1, 8-25-25)

Sec. 74-72. Improvements of existing public streets, sidewalks and right-of-way.

The applicant for a subdivision fronting on an existing public right-of-way that contains a substandard street or sidewalk shall make the following improvements:

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- (1) If such subdivision fronts on a street with a requirement for additional front yard setbacks as prescribed by chapter 98 (Zoning) of this Code, the subdivider shall dedicate an additional right-of-way according to the standards in section 74-71(e).
 - (2) If a subdivision with three or more new lots fronts on an existing city street without a sidewalk or with a sidewalk determined by the city engineer to be substandard along its frontage, the subdivider shall improve the existing sidewalk as deemed necessary by the city engineer or construct a new sidewalk in accordance with the requirements of this Code. If a subdivision creates two or fewer new lots fronting on an existing city street without a sidewalk and would otherwise qualify as a minor subdivision, the subdivider shall not be required to improve an existing sidewalk or construct a new sidewalk unless the city engineer deems it necessary to do so.
 - (3) If a subdivision fronts on a dedicated right-of-way which is unimproved, the subdivider shall construct such streets as may be deemed necessary by the city engineer according to the standards set forth in this section. Streets shall be constructed across the entire frontage of the lot.

(Ord. No. 2017-039, 8-28-17; Ord. No. 2022-42, § 1(Att.), 7-11-22; Ord. No. 2025-21, § 1, 8-25-25)