

Board of Supervisors
Carson L. Tucker, Chairman
Angela Y. Cabell, Vice Chairman
William E. Melton
Laurence J. Nordvig
David T. Williams



County Administrator
Theodore L. Voorhees

The County Of
Powhatan

TO: Ted Voorhees, County Administrator
FROM: Andrew Pompei, Interim Planning Director
DATE: April 9, 2018
SUBJECT: Review of Transportation-Related Infrastructure for Stoneridge Access Drive
(Case #17-02-SPA)

Below is additional information regarding the review of the site plan for a private access drive at Stoneridge (Case #17-02-SPA) and how that project accesses the local transportation network:

- **Site Plan Submittal**

In February 2017, a site plan was submitted for a private access drive. The proposed two-way, U-shaped travelway has two access points to Luck Stone Road.

- **Classification: Luck Stone Road**

At the time of site plan review, Luck Stone Road was a private, dead-end road that had not been accepted into the state secondary system (although a connection to Carter Gallier Boulevard was planned). The roadway is unclassified on the Major Thoroughfare Plan, which is part of the Comprehensive Plan.

- **Access Standards for Private Roads**

There are no county standards for turn lanes along private or local roads, but the project would have to adhere to standards set forth by the Virginia Department of Transportation (VDOT). Based on the information provided in the site plan, the current level of development does not trigger a need for turn lanes. Future development along Stoneridge Commerce Drive (the private access drive) may require the construction of turn lanes, depending upon the results of trip generation analyses completed in conjunction with the site plan review process for future projects.

For local roads with a speed limit less than 45 miles per hour, Powhatan County requires that driveways be at least 200 feet from intersection corners, depending upon the design speed. The southern right-in/right-out entrance is approximately 335 feet from U.S. Route 60, and there is 230 feet between the southern right-in/right-out entrance and the northern full-access entrance. Greater spacing distances are required for local roads with higher speed limits and for higher-classification roadways.¹

¹ See Table 68-175(E)(5)(d)(ii) in the Powhatan County Subdivision Ordinance.

VDOT has less stringent requirements regarding intersection spacing.² Per VDOT’s Road Design Manual, commercial entrances on local streets must be at least 50 feet apart, and entrances on minor side streets must be at least 225 feet from intersections with major streets.^{3,4}

Timeline: Submittal and Review of Case #17-02-SPA

Date	Action
February 8, 2017	Site plan submitted for a private access drive (Case #17-02-SPA).
February 22, 2017	VDOT received the site plan for review.
March 31, 2017	VDOT provide comments on the site plan. Six (6) comments were made regarding the geometry of entrances and roadway design. No comments directly relate to auxiliary lanes or entrance spacing, but VDOT requested that the applicant demonstrate that large commercial vehicles can enter and exit the site for deliveries. ⁵
May 4, 2017	VDOT received a revised site plan (Revision #1).
June 2, 2017	VDOT provided comments on the revised site plans. Four (4) comments were made regarding the geometry of entrances and roadway design. No comments relate to auxiliary lanes. VDOT recommended that entrances be shifted slightly northward to better accommodate large commercial vehicles (avoiding a stormwater inlet and better aligning with the existing Wal-Mart entrance).
June 28, 2017	VDOT received a revised site plan (Revision #2).
July 11, 2017	VDOT conditionally approved the revised site plan.
August 29, 2017	A site plan to construct a private access drive was approved.

Timeline: Related Projects and Actions

Date	Action
June 7, 2017	Site plan submitted for New Horizon Bank, which is accessed from the private access drive (Case #17-04-SPA).
October 25, 2017	Site plan for New Horizon Bank approved (Case #17-04-SPA).
October 31, 2017	Site plan submitted for Burger King, which is accessed from the private access drive (Case #17-07-SPA). This site plan is still under review.
January 22, 2018	The Board of Supervisors passed a resolution requesting that Luck Stone Road be accepted into the state secondary system (R-2018-02). It was assigned State Route 1351. ⁶

²When reviewing the site plan, VDOT also evaluated intersection spacing based upon its requirements for collectors with a speed limit of 35 miles per hour (even though the roadway had not yet been accepted into the state secondary system). Along collectors with a posted speed limit of 35 miles per hour, partial-access entrances (such as entrances that are right in/right out only) must be spaced at least 250 feet apart.

³Virginia Department of Transportation: Road Design Manual (Appendix F: P. F-28)

⁴Virginia Department of Transportation: Road Design Manual (Appendix F: P. F-99)

⁵A “Truck Turning Diagram” was approved with the final site plan.

⁶In the past, most roadways with a route number of 1000 or higher were classified as local roads. Within the 2013 Subdivision Ordinance (Appendix E: Local Road Classifications), there is a note that states “all roads numbered 1000 and higher are Category 5 roads [Local Roads] with the exception of Emmanuel Church Road (Rt. 1002).”