
Sec. 86-567. Streets and alleys.

All streets in the proposed subdivision shall be designed and constructed in accordance with the following minimum requirements by the subdivider at no cost to the locality. All street names shall be approved by the agent or agent's representative. The developer shall be responsible for all costs associated with the manufacturing and installation of signs for said streets, roads or lanes (public or private).

- (1) *Alignment and layout.* The arrangement of streets in new subdivisions shall make provision for the continuation of existing streets in adjoining areas. The street arrangement must be such as to cause no unnecessary hardships to owners of adjoining property when they plat their own land and seek to provide for convenient access to it. Where, in the opinion of the agent, 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. Half streets along the boundary of land proposed for subdivision shall not be permitted. Wherever possible, streets should intersect at right angles. In all hillside areas, streets running with contours shall be required to intersect at angles of not less than 60 degrees, unless approved by the agent upon recommendation of the highway engineer.
- (2) *Service drives.* Whenever a proposed subdivision contains or is adjacent to a limited access highway or expressway, provision shall be made for a service drive or marginal street approximately parallel to such right-of-way at a distance suitable for an appropriate use of the land between such highway and the proposed subdivision. Such distances shall be determined with due consideration of the minimum distance required for ingress and egress to the main thoroughfare. The right-of-way of any major highway or street projected across any railroad, limited access highway or expressway shall be of adequate width to provide for the cuts or fills required for any future separation of grades.
- (3) *Approach angle.* All streets shall intersect other streets at an angle not less than 80 degrees, unless the agent, upon recommendation of the highway engineer, shall approve a lesser angle of approach for reasons of contour, terrain or matching of existing patterns.
- (4) *Construction requirements.* All construction of streets, private roads or streets must comply with the requirements and specifications of the state department of transportation for subdivision streets, which may be found on file at the office of the resident engineer of the county department of highways. This includes all new internal subdivision streets for agricultural; residential; commercial; industrial; resort developments; or planned unit developments.
 - a. All review for road plans and profiles; and inspections during road construction shall be conducted by a third-party review firm chosen by the county, or on the county's contracted list of engineering firms.
 - b. All plans and profiles shall be certified as meeting the requirements of the state department of transportation for subdivision streets. Security shall be posted with the county in an amount set by the board of supervisors in the most recent bonding policy document.
 - c. During construction, it will be the responsibility of the developer to provide the county with a copy of all required testing and inspection reports.
 - d. All costs associated with the third-party plan review; inspections; and road certification will be the responsibility of the developer.
 - e. Upon the completion of construction, as-built plans will be required from the developer's engineer as part of the final certification by the third-party engineer.
 - f. All certifications shall be provided to the zoning administrator or county agent; and/or the roads accepted by the Virginia Department of Transportation, prior to release of security posted for said improvements.

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- g. Prior to approval of any subdivision plats where a new internal subdivision street is proposed for acceptance into the state road system, an interim road maintenance agreement shall be provided for approval by the county attorney and must be recorded with the final subdivision plat. The interim road maintenance agreement must identify the responsible party for construction and continuing maintenance of the road improvements; and include the language found in subsections 86-567(10)g. and h. The interim road maintenance agreement shall remain in effect until the roads have been accepted by the Virginia Department of Transportation/Commonwealth Transportation Board.
 - h. Prior to approval of any subdivision plats where a new internal subdivision street is proposed to remain private after approval of a private road waiver by the planning commission, a road maintenance agreement shall be provided for approval by the county attorney and must be recorded with the final subdivision plat. The road maintenance agreement must identify the responsible party for construction and continuing maintenance of the road improvements; and include the language found in subsections 86-567(10)g. and h.
- (5) *Cul-de-sac*. Generally, minor terminal streets (culs-de-sac), designed to have one end permanently closed, shall be no longer than a length to be approved by the agent which meets the latest standards of VDOT for subdivision streets.
 - (6) *Alleys*. Alleys should be avoided wherever possible. Dead-end alleys, if unavoidable, shall be provided with adequate turnaround facilities as determined by the agent.
 - (7) *Private streets and reserve strips*. There shall be no private streets or private roads platted in any subdivision without the consent of the planning commission. There shall be no reserve strips controlling access to streets.
 - (8) *Names*. Proposed streets which are obviously in alignment with other already existing and named streets shall bear the names of the existing streets. In no case shall the names of proposed streets duplicate existing street names, irrespective of the use of the suffix (street, avenue, boulevard, drive, way, place, lane or court). Street names shall be indicated on the preliminary and final plats, and shall be approved by the agent. Names of existing streets shall not be changed except by approval of the governing body.
 - (9) *Identification signs*. Street identification signs of a design approved in accordance with signs and designs approved by the state department of transportation shall be installed at all intersections.
 - (10) *Private road design*.
 - a. Private road design, when permitted, shall be approved by the planning commission as well as be certified by the licensed land surveyor or engineer preparing the plans or plats for the division of land. The certification shall be made in writing to the zoning administrator prior to issuance of any building permits.
 - b. Unless approved as an exception by the agent under section 86-529, and following approval by the county planning commission, no private road or street shall be permitted. No such exception shall be approved unless the planning commission finds that:
 - 1. The location and design of the road are such as to take best advantage of unusual topography or environmental conditions.
 - 2. Appropriate provisions are made for continuing maintenance as approved by the agent.
 - c. All private roads shall be designed and constructed according to the subdivision street requirements of the state department of transportation.
 - d. Reserved.

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- e. The provisions of sections 86-609—86-616 shall apply to private roads, and a performance bond, as required by section 86-611, shall be required, with surety approved by the agent, and must be filed prior to plat recordation.
 - f. The design and construction of private roads shall comply with the provisions of chapter 38, article II, of this Code.
 - g. All plats, contracts of sale and deeds for a lot in a subdivision in which private lanes, roads or streets are allowed shall contain language which clearly discloses to a potential purchaser the following minimum information:
 - 1. The lot is served by a privately maintained road and will not be maintained by the state or county. Any costs necessary to bring the road to a condition qualifying it for acceptance as part of the secondary system of state highways shall be sustained from resources other than those administered by the state department of transportation and the county or any other public agency.
 - 2. School bus service is not provided by the county along private roads, lanes or streets;
 - 3. United States postal service is not provided along private roads, lanes or streets;
 - 4. The expense and responsibility for maintaining the roads within the development will be paid for and borne by the lot owners and/or developer, as the case may be; and
 - 5. It shall be the responsibility of the developer for the initial construction and subsequent maintenance, if any, of the roads, the responsibility of the buyer, and the ownership of the roads. If the roads are to be maintained by a property owners association or other legal entity, the disclosure must clearly so inform the buyer.
 - h. All developers of private roads and private lanes must provide a suitable mechanism and procedure for maintaining the roads and providing for snow removal. A viable property owners association, membership in which is required of all lot owners, empowered to assess lot owners such sums of money as may be necessary (with delinquent lot assessments to constitute a lien against the applicable lot) to properly maintain the roads and provide for snow removal, shall be deemed satisfactory compliance with this section. Other mechanisms, procedures and/or organizations shall be permitted if the board of supervisors, or its designated agent, determines that such mechanisms, procedures and/or organizations will reasonably assure the lot owners of proper road maintenance and snow removal. As required by this section, snow plowing shall be required when there has been an average accumulation of four inches or more and shall continue until roads are cleared to a maximum average depth of four inches. Snow plowing shall commence not later than six hours after the snow has ceased falling or two hours after dawn, whichever time is the later.
- (11) *Private lanes.* Lots accessed by roads in subdivisions of less than three lots can be accessed by private lanes which do not meet VDOT subdivision street standards and are approved by the agent. Lots in subdivisions of less than three lots must have the minimum frontage requirements on a deeded access way or easement which is owned by the property owners association or developer or by the lot or parcel owners who are afforded access to their lots or parcels by such private lanes of such subdivision. All plats describing lots served by private lanes shall include language found in section 86-587 (10) g.1-3. Subdivision roads serving less than three lots shall be approved by the zoning administrator and shall meet the following minimum standards:

Road Minimum Standards

Number of Lots Served by Road	Width of Travelway	Depth of Base	Surface Treatment	Sight Distance (Lot to Private Lane)
2 lots	14 feet with 3-foot shoulder	6 inches of #25 or 26 stone	Not required	100 feet

(Ord. of 1-7-2025(2025-1))