

## ORDINANCE O-2022-11

**AN ORDINANCE AMENDING THE POWHATAN COUNTY CODE OF ORDINANCES TO REMOVE SECTIONS OF 68-171(E)(5)(D) OF THE POWHATAN COUNTY ZONING ORDINANCE RELATING TO VEHICULAR ACCESS MANAGEMENT. THIS AMENDMENT WILL REMOVE THE INCREASED STANDARDS FOR ACCESS MANAGEMENT AND DEFER TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS FOR ACCESS MANAGEMENT.**

**WHEREAS**, Sections 15.2-1427 and 15.2-1433 of the Code of Virginia, 1950, as may be amended from time to time, enable a local governing body to adopt, amend, and codify ordinances or portions thereof; and

**WHEREAS**, Sections 15.2-2280, 15.2-2285, and 15.2-2286 of the Code of Virginia, 1950, as amended, enables a local governing body to adopt and amend zoning ordinances; and

**WHEREAS**, this amendment of the Powhatan County Subdivision Ordinance is required to serve the public necessity, convenience, general welfare, and good zoning practice pursuant to Section 15.2-2286(A)(7) of the Code of Virginia, as amended; and

**WHEREAS**, this ordinance amendment was initiated by the Board of Supervisors at its meeting on January 10, 2022, in accordance with Section 83-123(b)(2)(c) of the Powhatan County Zoning Ordinance; and

**WHEREAS**, the proper advertisement and public hearing was conducted as required by law; and

**WHEREAS**, the full text of this amendment was available for public inspection in the Department of Community Development, Powhatan County Administration Building, 3834 Old Buckingham Road, Powhatan, Virginia 23139; and

**WHEREAS**, Objective 4.1 of the *2020 Strategic Plan* states that Powhatan County will create a business-friendly economic environment;

**NOW THEREFORE**, BE IT ORDAINED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF POWHATAN that several sections of the Zoning Ordinance of the County of Powhatan are amended and reenacted as follows:

### **CODE OF THE COUNTY OF POWHATAN, VIRGINIA CHAPTER 68. ZONING ORDINANCE**

...

#### **Sec. 68-175. Access and circulation.**

~~(5) Vehicular access management.~~

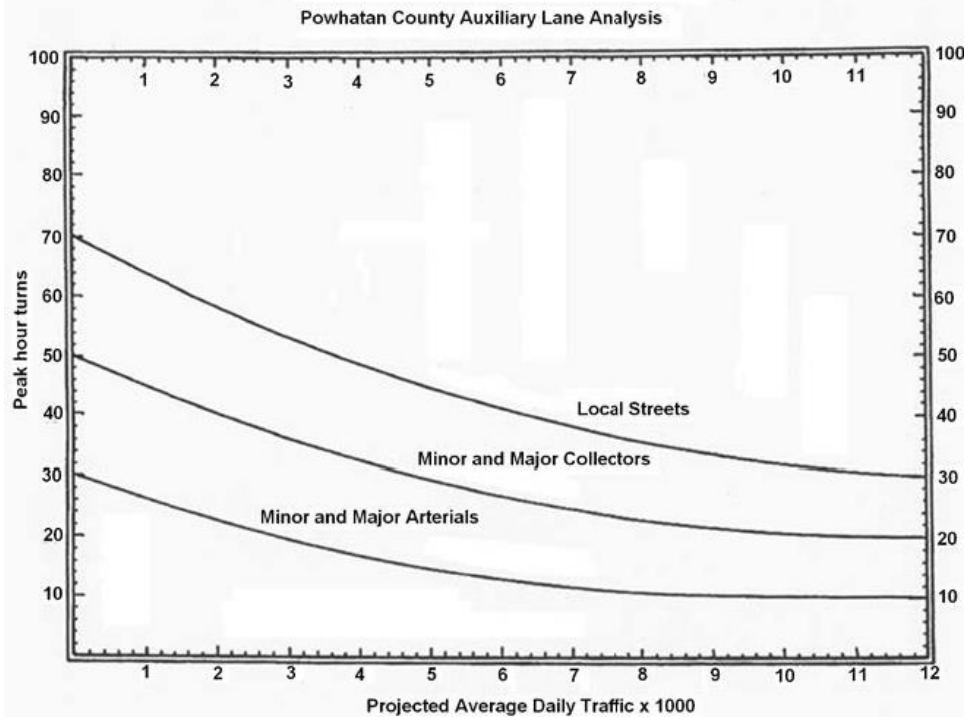
- a. ~~Purpose. The purpose of the access management standards in this section is to control vehicular access to developments from adjacent streets in a way that preserves the safe and efficient flow of the traffic on the streets while providing property owners a right to reasonable access to a general system of streets and highways. Specifically, the standards are intended to limit the number of traffic conflicts, separate basic conflict areas, separate turning volumes from through movements, and maintain progressive speeds along arterials. These standards have been~~

designed to provide adequate sight distance, stopping response times, stacking space for turning movements, and to encourage access sharing, where appropriate. Access spacing shall be measured from the closest edge of pavement to the next closest edge of pavement, as specified in Figure 68-175(e)(5)d.2.

- b. ~~Limitation on direct driveway access along arterial streets.~~ Direct driveway access to a development's principal origin or destination points may be provided directly from a major or minor arterial street only if such driveway access complies with VDOT's access management standards and:
1. ~~No alternative direct vehicular access from a collector or local street, or from an alley or another driveway, is available or feasible to provide; or~~
  2. ~~Development served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or the director determines that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial street has sufficiently low travel speeds and traffic volumes to allow safe driveway access while preserving the safety and efficiency of travel on the arterial street.~~
- c. ~~Auxiliary lane warrants.~~ Auxiliary lanes (right and left turn lanes and acceleration lanes) reduce the slowing and stopping of through traffic caused by turning vehicles. The purpose of the auxiliary lane is to enhance safety and prolong the functionality of the thoroughfare road. The lanes are needed whenever the volume of traffic turning at a site entrance is high enough in relation to the through traffic to constitute a potential for disruption. The developer shall submit an auxiliary lane analysis (See Table 68-175(e)(5)(c)) to the county for review prior to approval of a change in land use, or in conjunction with preliminary plan approval for residential uses and site plan approval for commercial or industrial uses.

Auxiliary lanes will be required based on the following criteria:

1. ~~At a minimum, left and right turn lanes will be required at all access connections onto other principal arterials.~~
2. ~~Twenty-year traffic projections based upon VDOT's most current Roadway Traffic History shall be utilized when performing auxiliary lane analysis on, minor arterials, major collectors and minor collectors.~~
3. ~~Acceleration lanes are required when the projected number of exiting right turns are 200 turns per hour or greater on major and minor arterials.~~
4. ~~Channelized right turn lanes are required when the projected number of entering or exiting right turns is 300 per hour or greater at non-signalized intersections, or 200 right turns per hour or greater at signalized intersections on major and minor arterials.~~
5. ~~Double left turns are required when the number of left turns entering the site at a signalized point of access is 300 left turns per hour or greater on any public roadway.~~



d. — Intersection standards.

1. — Along state-controlled streets. Commercial driveways, private roads, streets, and other types of access points (other than private driveways serving an individual single-family dwelling or duplex) that provide access to a VDOT-controlled street shall comply with standards for location, spacing, sight or stopping distance, and entrance design set forth and referenced in VDOT's access management regulations and road design manual—provided, however, that Powhatan County's intersection spacing standards set forth in Table 68-175(e)(5)d below shall apply where they exceed VDOT spacing standards.

2. — Along private local streets.

- i. — Intersection design. Intersections of driveways along a private local street shall comply with standards for location, sight or stopping distance, and entrance design for "private entrances" set forth and referenced in VDOT's access management regulations and road design manual.
- ii. — Intersection spacing and corner clearance. Intersections of driveways along a private local street shall comply with the driveway spacing and corner clearance standards set forth in Table 68-175(e)(5)d below for the classification and design speed of the intersected street. These standards shall also apply to driveway intersections along VDOT-controlled streets to the extent they exceed VDOT driveway intersection spacing standards.

Table 68-175(e)(5)d.— Intersection Spacing Standards				
Classification of Intersected Street <sup>1</sup>	Design Speed of Street <sup>2</sup>	Minimum Spacing Distance <sup>3-5</sup>		
		Between Access Points and From	Between Crossovers	Between Signals

		Intersection Corners		
Other Principal Arterial	≤45 mph	440 ft	2,640 ft	2,640 ft
	>45 mph	625 ft		
Minor arterial	≤45 mph	440 ft	1,320 ft	2,640 ft
	>45 mph	625 ft		
Major and minor collectors	≤45 mph	440 ft	1,320 ft	1,320 ft
	>45 mph	625 ft		
Local <sup>4</sup>	≤45 mph	200 ft	n/a	n/a
	>45 mph	245 ft		

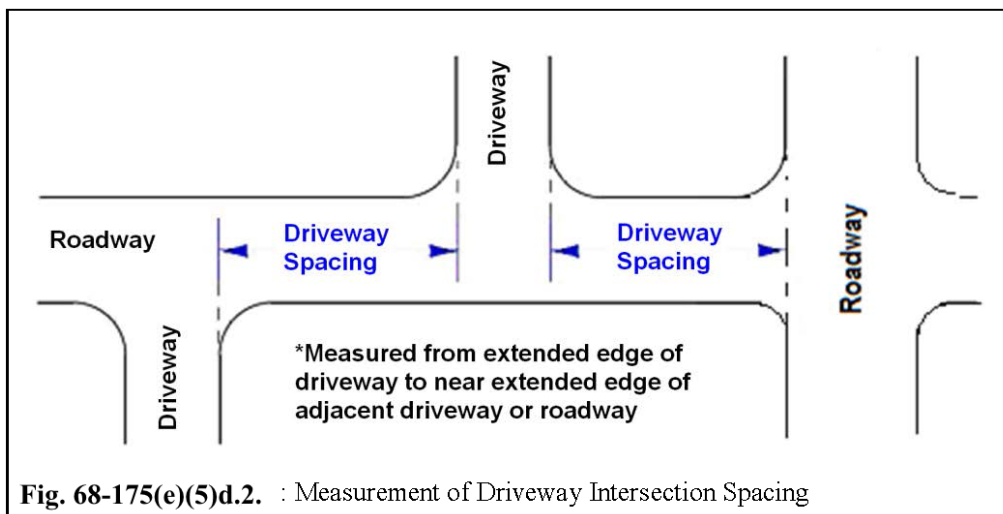
NOTES: mph = miles per hour — ft = feet

1. As determined by VDOT.

2. Measured from the extended edge of pavement or roadbed (if unpaved) of the driveway to the nearest extended edge of pavement or roadbed (if unpaved) of the adjacent driveway or roadway along the same side of the street. (See Figure 68-175(e)(5)d.2.)

3. Minimum corner clearance standards shall also apply to the distance between a driveway and the end of the taper of a ramp associated with a freeway interchange with the street intersected by the driveway.

4. Does not include cul-de-sac, dead end roads, or subdivision streets.



3. — Reductions to intersection spacing standards. A developer may submit a written request to reduce Powhatan County's intersection spacing standards. Such request shall include a written explanation as to why a reduction is needed to accommodate orderly development of the site, which shall be submitted to the director in conjunction with a site-specific traffic analysis of the proposed access point(s). Subject to provisions set forth in section 68-175(e)(6)h., the board of supervisors may consider the review and recommendation by the director and the planning commission, and may, at its sole discretion, reduce the intersection spacing standards in Table 68-175(e)(5)d above upon determining:

- i. — A site-specific traffic impact analysis of the proposed access point(s) demonstrates that the intersection(s) would not create a safety or operational problem; or

- ii. ~~No compliant access location and no shared driveway cross access is feasible, and the spacing of the proposed access point(s) from adjacent driveways and other access points along the street is maximized.~~

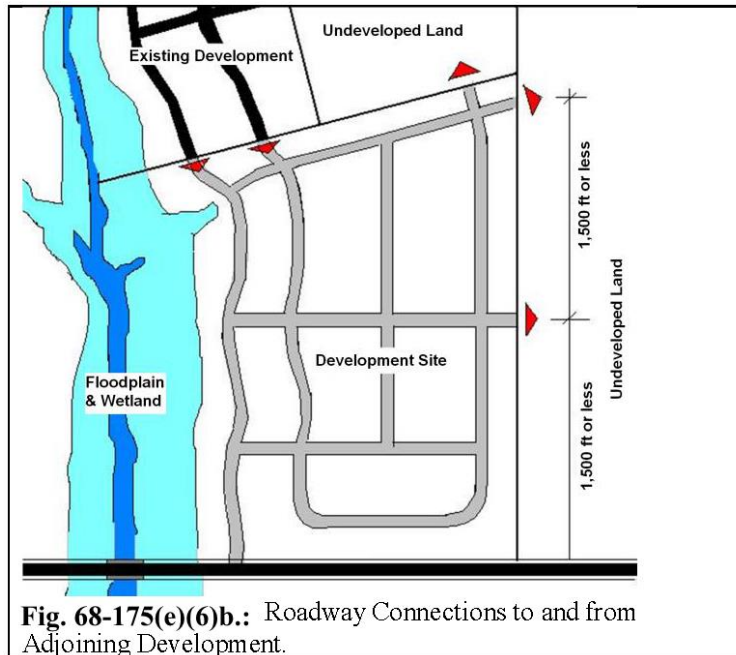
~~When approving a reduction in intersection spacing standards, the board of supervisors may impose conditions regarding the design and configuration of the affected access point(s).~~

~~e. *Shared driveways.*~~

- 1. ~~Driveway access shared between adjoining lots is encouraged and may be required to limit direct vehicular access along arterials streets (see section 68-175(e)(5)b.) or comply with intersection standards (see section 68-175(e)(5)d., intersection standards).~~
- 2. ~~Easements allowing cross access to and from properties served by a shared driveway, along with agreements defining maintenance responsibilities of property owners, shall be recorded with the office of the clerk of the circuit court before issuance of a zoning compliance permit for the development proposing the shared driveway access.~~

**(56)** *Vehicular connectivity.*

- a. Purpose. The purpose of the following vehicular connectivity standards is to enhance safe and convenient mobility within and between developments that helps integrate and connect neighborhoods, allow people to conveniently access activity centers without compromising the capacity of the county's streets to accommodate through traffic, improve opportunities for comprehensive and convenient transit service, enhance efficient provision of public services, and improve the speed and effectiveness with which emergency services and police and fire protection can be provided to county properties.
- b. Public street connectivity.
  - 1. The vehicular access and circulation for a development shall incorporate the continuation and connection of public street roadways and associated rights-of-way that have been extended or connected to the boundary of the development site from existing or approved adjoining developments. It shall also provide for the extension or connection of proposed internal public street roadways and associated rights-of-way to those boundaries of the development site that adjoin potentially developable or redevelopable land. (See Fig. 68-175(e)(6)b.: Roadway Connections to and from Adjoining Development)



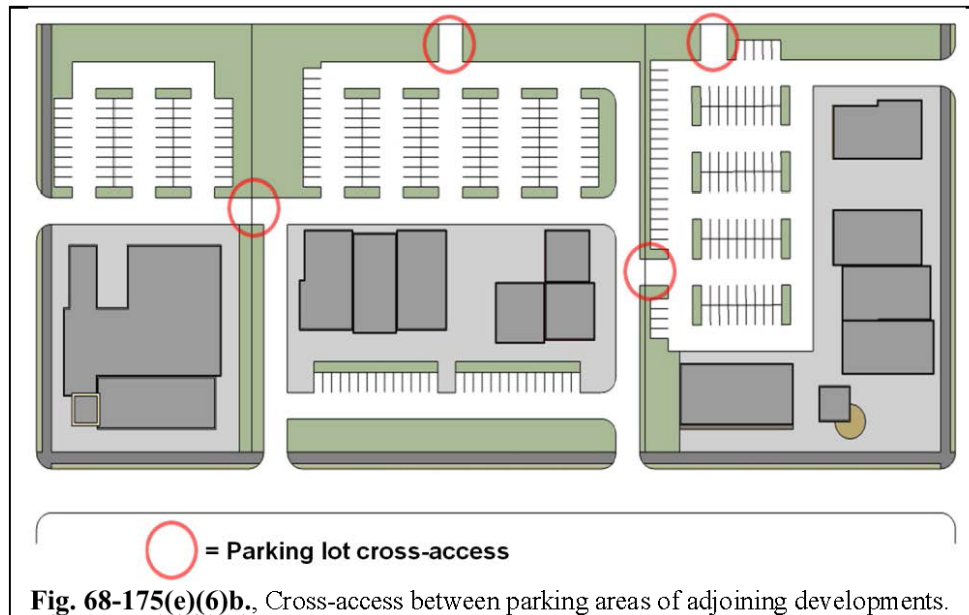
2. Roadway extensions and connections to adjoining lands shall be spaced at intervals not exceeding 1,500 feet along each principal boundary direction (north, south, east, west).
  3. The director may require the provision of a temporary turnaround at the end of a roadway extension on determining that the turnaround is needed to facilitate traffic flow or accommodate emergency vehicles pending the roadway's connection to other roadways.
  4. The director may waive or modify the requirements or standards for extension or connection of a roadway from or to adjoining property on determining that such extension is impractical or undesirable because it would:
    - i. Require crossing a significant physical barrier or environmentally sensitive area (e.g., railroads, watercourses, floodplains, wetlands); or
    - ii. Provide a direct connection between arterial roads and encourage cut-through traffic at levels inappropriate for the classification of the roadway and character of the neighborhood.
  5. Where a roadway is extended to, but not yet onto, adjoining land, the developer shall install and maintain a sign at the terminus of the roadway that informs neighboring property owners that the roadway is intended to be extended in the future (e.g., "STREET MAY BE EXTENDED BY AUTHORITY OF POWHATAN COUNTY"). Notation of that intent shall also be included on the site plan or preliminary plat, as well as on the final plat.
- c. Requirements for commercial and industrial zoned outparcels and phased development plans. In the interest of promoting unified access and circulation systems, where multiple tracts of land are developed as a single large entity (as in the case of a shopping center, office park, or similar development), they shall be treated as one tract of land for the purpose of determining the permitted number of access points. ~~The connections permitted shall meet the driveway spacing standards shown in Table 68-175(e)(5)d.2.~~ All necessary easements and other requirements shall be met. All outparcel access must be internalized and utilize a shared circulation system within the development. Access to outparcels shall be designed to avoid excessive movements across parking isles and queuing across surrounding parking and driving aisles.

- d. Shared and cross access for commercial and industrial zoned parcels and uses. Adjacent commercial or industrial properties shall provide cross access to allow circulation between sites when development or reclassification results in a ten percent or greater increase in vehicular trip generation. A system of shared use service driveways and cross access easements shall be incorporated into the site design using the following:
  - 1. A continuous service drive or cross access extending the entire length of each block served to provide for driveway separation consistent with the access classification system and standards.
  - 2. Service driveways of sufficient width to accommodate two-way traffic aisles to accommodate automobiles, service vehicles and loading vehicles.
  - 3. Stub roads and other design elements to make it visually obvious that the abutting properties may be tied-in to provide cross access via a service drive.
  - 4. A unified access and circulation plan that includes coordinated or shared parking is required.
  - 5. Pursuant to this section, the owner shall record an easement with the deed allowing cross access to and from other properties to be served by the shared service driveways. Subdivisions with frontage on roads maintained by the Virginia Department of Transportation shall be designed to utilize shared access points to and from the state maintained roadway.
- e. Driveway design standards for commercial and industrial zoned parcels.
  - 1. Access driveway widths shall be in accordance with the following guidelines:
    - i. A driveway that is designated as one-way in or one-way out shall be a minimum width of 14 feet and should accommodate the infrequent use by a WB-50 design vehicle as defined by the American Association of State Highway and Transportation Officials (AASHTO). All one-way driveway designs shall include the appropriate signage.
    - ii. For two-way access, each lane shall have a minimum width of 12 feet and should accommodate the infrequent use by a WB-50 design vehicle. All two-way driveway designs shall include VDOT-designated signage.
    - iii. Access connections that enter the major thoroughfare at traffic signals shall provide at least two outbound lanes (one for each turning direction) with a minimum lane width of 12 feet, and one inbound lane with a minimum width of 14 feet. All access connections that enter a major thoroughfare shall provide VDOT-designated signage.
  - 2. Access driveway grades, turnout radii, approaches and lengths shall conform to current VDOT Standards and Specifications, and the following criteria:
    - i. Access driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Access within acceleration or deceleration lanes and tapers is prohibited.
    - ii. The length of access driveways or "throat length" shall be designed to accommodate the anticipated storage length or "queuing" for the entering and exiting vehicles to prevent vehicular back-up onto the public thoroughfare or causing unsafe conflicts with on-site circulation.
  - 3. Access driveways shall be surfaced with asphalt, concrete, brick, stone, pavers, aligned concrete strips, or an equivalent material capable of accommodating the infrequent use by

WB-50 design vehicles, as defined by the American Association of State Highway and Transportation Officials.

- f. *Cross access between adjoining development.* To facilitate vehicular access between adjoining developments, encourage shared parking, and minimize access points along streets, new nonresidential and mixed-use development shall comply with the following standards:

1. The internal vehicular circulation system shall be designed to allow for vehicular cross-access between the development's vehicular use areas and those on adjoining lots containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land zoned to allow nonresidential or mixed-use development. (See Fig. 68-175(e)(6)b., Cross-access between parking areas of adjoining developments)



2. Required vehicular cross access between the adjoining lots shall be provided through the use of a service street (if the lots front on an other principal arterial right-of-way), a single two-way driveway or drive aisle, or two one-way driveways or aisles that are sufficiently wide to accommodate traffic by automobiles, service vehicles, and loading vehicles.
  3. The director may waive or modify the requirement for vehicular cross access on determining that such cross access is impractical or undesirable because it would require crossing a significant physical barrier or environmentally sensitive area (e.g., railroad, watercourse, floodplain, wetlands), or would create unsafe conditions.
  4. Easements allowing cross access to and from properties served by a vehicular cross-access, along with agreements defining maintenance responsibilities of property owners, shall be recorded with the office of the clerk of the circuit court before issuance of a zoning compliance permit for the development.
- g. Reverse frontage requirements for residential subdivisions and commercial and industrial zoned parcels and uses. Access to double frontage commercial or industrial zoned lots shall be required on the street with the lower functional classification. With the exception of residential secondary driveways permitted by the director, double frontage lots within proposed residential subdivisions shall access onto the interior subdivision street. A buffer shall be established at the rear of all through lots to preclude access onto the abutting existing roadway. This buffer shall be exclusive of public rights-of-way, utility easements and rear yard setback as required by the county ordinance.



h. Subdivisions of land.

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

~~2. Parcels in existence as of April 11, 2005 with frontages that exceed the minimum spacing requirements as shown in Table 68-175(e)(5)d. may be permitted additional access connections.~~

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

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

i. Nonconforming access features. Except as reserved in section 68-175(e)(6)e., existing and/or approved access connections in place as of April 11, 2005 that do not conform with the standards herein shall be designated as nonconforming and shall be brought into compliance when new access connections are requested for the subject property, or when there is an increase in vehicular trips of 100 during the peak hours as generated by the specific use. If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of two years, then that property must thereafter be brought in conformity, unless otherwise exempted by the director. If the activity is renewed or the site is redeveloped for a new use, then the property owner must provide a traffic impact analysis to show that the new activity will not increase the number of trips in order to continue usage of the nonconforming access feature(s).

~~(67)~~ *General accessway layout and design.*

- a. Coordination with bicycle and pedestrian access and circulation. The vehicular access and circulation system of a development shall be coordinated with the bicycle and pedestrian access and circulation systems within and adjacent to the development to minimize conflicts.
- b. Traffic control and calming measures. Traffic-calming measures—such as, but not limited to, diverters, street gardens, and curvilinear alignments—shall be integrated into a development's vehicular circulation system where necessary to mitigate the impact of potential future cut-through traffic.

~~(78)~~ *Roadway layout and design.*

- a. Public streets. Except as otherwise provided in subsection (b) below, all streets shall be designed and constructed as public streets. The layout, design, and construction of the roadways of public streets shall comply with applicable standards in VDOT's Pavement Design Guidelines for Secondary Roads, unless otherwise specified herein, and the VDOT Road Design Manual.
- b. Private roads (number of lots served shall mean the aggregate of all lots served by and having access to such road).
  1. Driveway serving one to two lot divisions.
    - i. To assure safe and convenient access for emergency vehicles to residential uses, required off-street parking spaces for divisions shall be served by a

driveway with at least a gravel road bed ten feet in width, a two foot cleared buffer on each side, and a minimum vertical clearance of 12 feet. Driveways shall provide vehicular access to a distance within 100 feet of the dwelling unit. At any point where there is a curve in a driveway with a radius of less than 100 feet, the gravel road bed shall be 14 feet in width and have two foot cleared buffers on each side.

- ii. Certification requirement for private roads using the driveway standard. The surveyor shall certify on the plat that the existing or proposed right-of-way is of adequate width and horizontal and vertical alignment to accommodate a road passable by ordinary passenger vehicles in all but temporary extreme weather conditions, together with area adequate for maintenance of such road. Such certification shall be accomplished by the following wording on the plat: "This private road will provide reasonable access by motor vehicles as required by section 68-175(e)(8)b.1. of this ordinance."

2. Private road serving three to ten lot divisions.

- i. Construction standards. Roads shall be constructed in accordance with the following, unless otherwise specified.
  - A. Base. Shall consist of a base of six inches deep of #21A stone, gravel surface:
    - a. Three to five lots shall have minimum surface width of 14 feet and a minimum sight distance of 100 feet.
    - b. Six to ten lots shall have minimum surface width of 20 feet and a minimum sight distance of 120 feet.
  - B. Certification. All private roads approved pursuant to this article shall be constructed in accordance with the following. A licensed professional engineer shall certify and provide documentation to the planning department that the private road meets the construction standards of this ordinance.
  - C. Grade. A private road shall have a maximum grade of not more than nine percent. The maximum grade of such road may be increased to not more than 50 percent for a distance not more than 30 feet where in the opinion of the applicant's engineer or surveyor, topographic features justify such increase and such increase will not result in a safety hazard, intersections of private roads shall have an approach grade not exceeding four percent for a distance of not less than 40 feet in all directions. Intersections of private and public roads shall have an approach grade not exceeding three percent for a distance of not less than 40 feet in all directions. Approach grade distances shall be measured from the edge of the roadway being intersected.
  - D. Drainage and compaction specifications for crowning, ditching, and other provisions for drainage shall meet VDOT standards. Road surface compaction shall also meet VDOT standards.
  - E. Road design. The developer shall submit to the planning department a map of proposed subdivision or development having contour intervals not greater than ten feet showing the horizontal alignment together with field-run profiles and typical cross-section of such roads. The planning department may waive requirements on the field-run profile for the

county in the case of an existing road or where deemed appropriate due to topography.

- F. Street signs. Street signs shall be installed by the developer in accordance with VDOT standards.
- G. Restrictive covenants. The deed of each tract on a private road shall reference the recorded private road maintenance agreement, using the template agreement kept on file with the department of community development, which may be modified from time to time, or other such restrictive covenant which shall at the minimum provide that:
  - a. The streets in the subdivision are private in nature and shall not be maintained by VDOT or other public agency and that the maintenance and improvements thereof shall be the mutual obligation of the landowners in the developments abutting said roads;
  - b. Such private roads shall not be taken into the state highway system unless and until the abutting landowners shall have constructed and dedicated the private roads in accordance with VDOT specifications, and thereafter the supervisors shall have recommended that said road be taken into the state system of highways;
  - c. Failure of the owners to adequately maintain the Roadway may inhibit the ability of the county to provide emergency services to the parcels, any liability for which shall be borne among the owners;
  - d. The provision of Powhatan County public school bus services on this private road are not guaranteed or implied. The suitability for any private road for school bus services and routes shall remain at the discretion of the Powhatan County School Board;
  - e. Regulation of parking within the private road and easement;
  - f. Perpetuity of the agreement;
  - g. Designation of a neighborhood road agent to handle road matters;
  - h. Provisions for majority of owners to initiate road projects;
  - i. Provisions to enforce the agreement;
  - j. Provisions for a lien to be placed on any owner shall fail to pay his/her proportionate share of the costs of maintenance or repair;
  - k. Establishment and maintenance of a road maintenance fund;
  - l. Provisions to address the joinder of future parcels to the agreement;
  - m. Signature block for the county attorney to approve the document as to form; and
  - n. Signature block for the director of community development to approve to the document as to compliance with this section.
- H. Minimum right-of-way width of 50 feet shall be provided.

- I. Minimum right-of-way exception. The minimum right-of-way width requirements notwithstanding, in the case of a subdivision served by an existing easement of fixed width, which easement cannot be widened by the subdivider after documented good faith effort by the subdivider to acquire additional right-of-way width, the director may approve such subdivision in accordance with this article upon demonstration by the applicant that such easement is of adequate width to accommodate the minimum pavement width and drainage ditch specifications as required by this Article, together with area adequate for maintenance of the same.
3. Private roads serving gated communities or commercial, business or industrial parks. The layout, design, and construction of the roadways of private roads (other than alleys) shall comply with standards in VDOT's subdivision street requirements, secondary street acceptance requirements, and road design manual, and access management shall comply with this ordinance.

**(89) Driveway layout and design.**

- a. Driveways serving single-family detached and manufactured home dwellings. Driveways serving parking spaces for single-family detached and manufactured home dwellings shall comply with the following standards:
  1. Driveways shall provide vehicular access to a distance within 100 feet of the dwelling unit.
  2. The driveway shall have a gravel, paved, or other pervious material road bed that is at least ten feet wide, provided that the road bed shall be at least 14 feet wide at any point where there is a curve in the driveway with a radius of less than 100 feet. The use of pervious surface material is encouraged.
  3. A cleared buffer at least two feet wide shall be provided on each side of the road bed.
  4. The vertical clearance above the road bed shall be at least 12 feet.
  5. The grade of the driveway shall not exceed nine percent.
- b. Other driveways. Driveways serving other than single-family detached and manufactured home dwellings shall comply with the following standards:
  1. If the driveway does not connect back to a street, it shall be no longer than 150 feet unless it includes adequate provision for fire trucks to turn around, as approved by the director, following consultation with fire and emergency management services staff.
  2. Except as provided for in subsection 3. below, the driveway shall be surfaced with asphalt, concrete, brick, stone, pavers, aligned concrete strips, or an equivalent material capable of accommodating the infrequent use by WB-50 design vehicle, as defined by the American Association of State Highway and Transportation Officials.
  3. A driveway serving the following uses may be surfaced with gravel or at least six inches of stone:
    - i. Places of worship.
    - ii. Uses in the heavy industrial (I-2) district.
    - iii. Conditional uses where the pavement requirement is waived.
  4. A driveway designated as one-way in or one-way out shall be at least 14 feet wide and shall clearly be identified as one-way by appropriate signage. For driveways providing two-way access, each lane shall be at least 12 feet wide.

(109) *Entrance driveway length.* For nonresidential development, the minimum length of an entrance driveway from an intersecting street to the first on-site location where the driver of an entering vehicle can make a right or left turn ("entrance throat") or pull into or back out of an off-street parking space shall comply with the entrance throat length standards in VDOT's road design manual. (See Fig. 68-175(e)(10): Entrance driveway length)

---

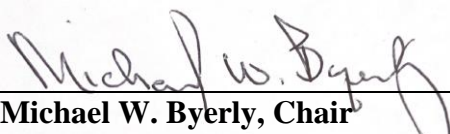
---

In all other respects said Zoning Ordinance of the County of Powhatan shall remain unchanged and be in full force and effect.

This amendment shall take effect immediately upon passage.

**ADOPTED BY THE POWHATAN COUNTY BOARD OF SUPERVISORS ON APRIL 11, 2022.**

  
\_\_\_\_\_  
**Ned Smither, Clerk**  
**Powhatan County Board of Supervisors**

  
\_\_\_\_\_  
**Michael W. Byerly, Chair**  
**Powhatan County Board of Supervisors**

**Recorded Vote:**

<i>David T. Williams</i>	<u>NO</u>
<i>Steve W. McClung</i>	<u>AYE</u>
<i>Michael W. Byerly</i>	<u>AYE</u>
<i>Bill L. Cox</i>	<u>NO</u>
<i>Karin M. Carmack</i>	<u>AYE</u>