



**CHESTERFIELD COUNTY
DEPARTMENT OF PLANNING
ADMINISTRATIVE POLICIES AND PROCEDURES**

**Subject: Residential Subdivision Connectivity
Policy**

Policy Number:

Adopted: Board of Supervisors

Supersedes:

Authorization: Kirkland A. Turner, Director

Date Issued: 04-13-2005

PURPOSE

The purpose of street interconnectivity shall be to (a) improve public safety response time to residents by providing multiple means of access; (b) reduce travel time and distance between neighborhoods by providing alternative travel paths; (c) maintain an acceptable quality of life in the residential neighborhoods by preventing excessive through traffic on local streets where individual lots have direct access onto the street; and (d) maintain the traffic carrying capacity of arterial and collector streets.

STANDARDS

1. New streets shall be stubbed to undeveloped land unless an evaluation of the adjacent property at the time of tentative subdivision plat review determines that:
 - (a) the undeveloped property at that location has development constraints such as but not limited to, wetlands, topographic features, size, etc;
 - (b) a through street is not required to conform to access requirements in the Subdivision Ordinance;
 - (c) the street connection creates a violation of the Planning Commission's Stub Road Policy; or
 - (d) the connection would provide sole access to non-residential property.
2. Streets in new subdivisions shall connect to all adjacent stubs designated as local streets, residential collectors or thoroughfare streets. Only those connections to a stub street within a subdivision that complies with street access requirements as specified in Section 17-76 (h) of the Subdivision Ordinance may be waived if:
 - (a) there are a sufficient number of other stub streets to adequately disperse the traffic and not cause a concentrated use of any one stub street connection;
 - (b) the connection to a particular stub will cause a concentrated traffic at that location; or
 - (c) the projected traffic volume on any local street within the existing subdivision exceeds 1500 vehicle trips per day.
3. The Planning Commission or the Board of Supervisors during its review of a rezoning or a tentative subdivision request may waive connectivity requirements. Such waiver shall be by a separate motion.
4. Subdivision design shall facilitate interconnectivity within its limits through the layout of the overall street network. The design concept of solely using multiple unconnected cul de sacs shall be evaluated and approved based upon circulation, topographic and environmental constraints.

The following table depicts the recommended guidelines for spacing of through streets to facilitate travel through residential areas. The spacing or frequency of the streets decreases with density so as to provide more alternatives and avoid or reduce the construction of streets in excess of four lanes.

Density	Through Street Spacing *
< 1 du/a	1 1/2 miles in each direction
1.01 – 2 du/a	4,000 to 2,500 feet in each direction **
2.01 – 4 du/a	2,500 to 2,000 feet in each direction **
> 4.01 du/a	Street spacing will be reviewed on a case by case basis

* Through streets include arterial, collector and residential collector streets.

** Spacing between streets decreases proportionally to increase in density.

5. Where street extensions are not required, the subdivider may be required to construct a system of pedestrian pathways which will facilitate pedestrian travel within and to adjacent development.
6. The subdivider shall initially install and maintain through the life of the project signs(s) on all stub roads. The purpose of such signs shall be to advise the public that the extension of the stub is planned.

APPLICABILITY

This policy shall apply to any zoning case or tentative subdivision plat that receives approval after November 23, 2004. Any property that received zoning or tentative subdivision plat approval prior to the effective date of this policy and has conditions that conflict with provisions of this policy shall be governed by those conditions.

Adopted November 23, 2004

Revised April 13, 2005