



COUNTY OF PRINCE WILLIAM

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PLANNING
OFFICE

Christopher M. Price, AICP
Director of Planning

November 4, 2016

TO: Planning Commission

FROM: Wade Hugh 
Director of Development Services

RE: Amendments to Sections 300 and 600 of the Prince William County Design and Construction Standards Manual
(Countywide)

I. Background is as follows:

- A. Purpose of the Design and Construction Standards Manual (DCSM) – The DCSM contains provisions that relate primarily to the requirements for Land Development, which includes the review and approval of site development plans, plats and site construction.
- B. Periodic Amendments to the DCSM – Amendments to the DCSM are generally necessitated by:
1. Federal or State Laws – Changes in federal or state laws or regulations pertaining to land development.
 2. Zoning Ordinance Updates – Corresponding changes to the DCSM are made to effectuate land use policies in the Zoning Ordinance.
 3. Design and Construction Issues – Revisions necessary to solve safety issues encountered during the implementation of County development standards.
 4. Comprehensive Plan Updates – Major updates of the Comprehensive Plan that create or revise land use and development policies.
- C. Initiation of DCSM Amendments – Amendments to the DCSM must first be initiated by the Board of County Supervisors (BOCS) before staff proceeds with scheduling public hearings with the Planning Commission and the Board. The BOCS initiated the attached amendments on October 18, 2016.

II. Current Situation is as follows:

- A. Commercial Development Committee Development Ordinance Review Team – The proposed amendments are being initiated as a result of the work of the Prince William County Commercial Development Committee’s Development Ordinance Review Team, which was tasked with identifying provisions within the DCSM and Zoning Ordinance for recommended revision. The Team conducted thorough research and formulated a series of recommendations for evaluation by County Staff. The resulting proposed amendments are the purpose for the initiation request.
- B. Proposed Amendments – Revisions are necessary to continue to promote Prince William County as “open for business” and to address shortcomings in existing DCSM provisions. In addition, the need for clarification and/or “clean-up” of certain provisions was also noted. The vast majority of recommended amendments are located within Section 600 of the DCSM, Transportation. There is one amendment proposed for Section 300, Fire Safety Systems.
- C. Prince William County DCSM/Zoning Ordinance Advisory Committee Review – The Prince William County DCSM/Zoning Ordinance Advisory Committee (DORAC) was presented with the proposed updates on August 19, 2016. DORAC is in agreement and in support of the proposed amendments for which BOCS initiation is requested.
- D. Planning Office and Development Services Department Recommendation – The Developments of Development Services, Transportation and the Fire Marshal’s Office recommend adoption of Amendments to Sections 300 and 600 of the Prince William County DCSM as proposed in Attachment A.
- E. Planning Commission Public Hearing – A public hearing before the Planning Commission has been properly advertised for November 16, 2016.

III. Issues in order of importance are:

- A. Policy – Does the amendment further the purposes of the Zoning Ordinance?
- B. Community Input – Have members of the community raised any issues?
- C. Legal – Are there any legal implications associated with this zoning text amendment?
- D. Timing – What are the timing considerations of the zoning text amendment?

IV. Alternatives beginning with staff recommendation are:

- A. Recommend Adoption of Amendments to Sections 300 and 600 of the Prince William County Design and Construction Standards Manual.
 - 1. Policy – The Board initiated this amendment at its October 18, 2016 meeting. The amendments to Sections 300 and 600 will allow for the continued

refinement and enhancement of Land Development standards within the DCSM, which allows for clarification and better service delivery to development customers.

2. Community Input – The Amendments originated and were refined through the work of the Commercial Development Committee’s Development Ordinance Review Team. Staff reviewed and discussed this item with DORAC on August 19, 2016. The committee unanimously supported the amendments. Staff has not received any additional input.
3. Legal – Legal issues are appropriately addressed by the County Attorney’s Office.
4. Timing – The Planning Commission does not have a required timeframe within which to make a recommendation to the Board of County Supervisors.

B. Do Not Recommend Adoption of Amendments to Sections 300 and 600 of the Prince William County Design and Construction Standards Manual.

1. Policy – DSCM provisions within Sections 300 and 600 of the DCSM will remain unchanged. The County will not take the added steps of promotion a business friendly atmosphere through our development standards.
2. Community Input – The Amendments originated and were refined through the work of the Commercial Development Committee’s Development Ordinance Review Team. Staff reviewed and discussed this item with DORAC on August 19, 2016. The committee unanimously supported the amendments. Staff has not received any additional input.
3. Legal – Legal issues are appropriately addressed by the County Attorney’s Office.
4. Timing – The Planning Commission does not have a required timeframe within which to make a recommendation to the Board of County Supervisors.

V. Recommendation is that the Planning Commission concur with Alternative A and recommend adoption of Amendments to Sections 300 and 600 of the Prince William County Design and Construction Standards Manual, as provided in the attached Resolution.

Staff: Elizabeth Scullin, 703-792-4051 and Lyndon Loh, 703-792-7962

Attachments:

- A. Proposed DCSM Amendments
- B. BOCS Initiating Resolution

Attachment A – Proposed DCSM Amendments

Section 300 – Fire Safety Systems

Section 302.07E: “When installed in parking areas, clear access shall be provided to the front of the hydrant (that portion with the large pumper connection at the center) and fifteen (15) feet to each side. This clear access area shall be marked as a fire lane. When a fire hydrant is located on an island adjacent to parking area, clear access shall be provided in accordance with Detail 350.03. The portion of the curb facing the travel way shall be painted yellow with black lettering to identify it as a fire lane.”

Section 600 – Transportation

1. Section 620.06 F. A pass-by trip reduction factor up to fifteen percent (15%) may be considered for commercial development, upon concurrence of the Director of Transportation prior to preparation of the report. A pass-by trip reduction factor up to 49% AM/50% PM/50% Saturday for gas stations, convenience stores and fast food restaurants that front on a Minor Arterial or higher functional classification of street will be considered by the Director of Transportation prior to the preparation of the TIA. Each case shall be considered individually. An internal capture rate reduction up to fifteen (15) percent may be considered on mixed use development.
2. Section 601.01 G. When interparcel connections are made, Rresidential local streets shall be laid out to discourage cut-through movements of vehicles, and to minimize or avoid four-way intersections.
3. Section 601.07 A. The reverse frontage concept, which allows internal public street frontage, is encouraged such that no lot has direct ingress or egress along a major collector or ~~arterial street~~ a higher functional classification of street. If this is not feasible, common driveways and interparcel connectors shall be utilized.
4. Section 601.07 B. Development that cannot be served by common driveways and interparcel connectors shall have a service drive fronting on ~~arterials-major collectors~~ or a higher functional classification of street to prevent direct access to such streets. The service drive shall extend the full frontage of the development along such streets, tie into neighboring development as an interparcel connector, and provide limited access at the appropriate designated intersection. Service drive design and construction shall be in accordance with Detail 650.21 of this manual.
5. Section 602.06 - Minimum crossover spacing along a divided street shall be provided in accordance with Table 6-6 or if the street is a state maintained road, the spacing shall be in accordance with VDOT Access Management Standards. The values for desirable distance between crossovers shown in the table shall be utilized in the design of all streets which will carry greater than seven thousand (7,000) vehicles per day (vpd).

6. Section 602.07 A. Along arterial and major collector streets, the centerline separation of street intersections within the same lot, parcel, or development shall follow the minimum distance between crossovers as noted on Table 6-6 or if the street is a state maintained road, the spacing shall be in accordance with VDOT Access Management Standards. Along minor collector streets, the separation of accessing streets shall be three hundred (300) feet, unless proven to be undesirable by an approved intersection study.
7. Section 602.07 F. A right turn lane and taper shall be required at any intersection approach ~~that is anticipated to carry three thousand (3,000)~~ on a roadway that carries six thousand (6,000) or more vehicles per day (vpd).
8. Section 602.09 E. Loop or through roads shall have a standard typical cross section through their entire length. ~~if both ends require a wider cross section than the middle section and reduction of the cross section is not substantial.~~
9. Section 602.10 A. The required thickness of the subbase, base course, and top or surface course shall be in accordance with the street standard in Detail 650.01 of this manual. CBR tests are required for streets within single family detached, single family attached and condominium developments. CBR tests are not required for private streets within multi-family, commercial, office, industrial or institutional developments. Subbase and/or base thickness is based on a subgrade CBR value of ten (10).
- ~~9-10.~~ Section 603.10 Street Pavement: A note shall be provided on the plans that subbase depth is based on CBR value of ten (10). CBR tests on subgrade material shall be performed for actual determination of required pavement thickness prior to the placement of subbase/base material. CBR tests are required for streets within single family detached, single family attached and condominium developments. CBR tests are not required for private streets within multi-family, commercial, office, industrial or institutional developments
- ~~10-11.~~ Section 603.13 C. The ~~entrance-intersection~~ sight distance shall be shown on the plans and verified through a profile. Sight distance easements shall be provided in accordance with sections 602.05 and 603.05 of this manual.
- ~~11-12.~~ Section 603.13 E. ~~Standard VDOT concrete entrance agreements shall be recorded among the land records of Prince William County, for all concrete private driveway entrances located on ditch section streets in single family detached developments at the time of street acceptance. Delete~~
- ~~12-13.~~ Section 610.06 E. In general, private travelways and parking areas owned by the homeowners association (HOA) which are not illuminated by the required street

entrance lights shall be illuminated. The average illumination level required shall be 0.2 to 0.5 foot-candles (2.20 to 5.50 lux). High pressure sodium (HPS) luminaires with 3,800 initial lumens on mounting height not to exceed eighteen (18) feet are desirable. At a minimum, four (4) luminaires (two on each side) spaced at one hundred (100) feet maximum within the parking bays and/or travelways shall be provided. However, at the discretion of the engineer and the utility company, an approved equal will be allowed with the approval of the Director of Transportation. The luminaires shall be directed downward. Areas opposite the single-family attached units or main entrances of multifamily buildings will require illumination on one (opposite of building or row of units) side only.

~~13.14.~~ Section 610.06 R. Parallel parking spaces shall have a minimum length of twenty-two (22) feet and a minimum width of ~~nine (9)~~ eight (8) feet.

~~14.15.~~ Section 650.04 RL-2. Change the P width from 24' to 25' in Categories I and II. Add Note 12. - If the street is identified as a fire lane, the parking restriction will be applied according to Section 302.01. "No Parking" signs will be required on one side of Category I and II streets.

Attachment B – BOCS Initiating Resolution

(NOT AVAILABLE AT TIME OF PLANNING COMMISSION DISPATCH)