

**PLANNING COMMISSION RESOLUTION**

**MOTION:** **May 8, 2024**  
**SECOND:** **Regular Meeting**  
**RE:** **ZONING TEXT AMENDMENT #DPA2023-00006, INDUSTRIAL PARKING -**  
**COUNTYWIDE**  
**ACTION:** **RECOMMEND ADOPTION**

**WHEREAS**, in accordance with Sections 15.2-2285 and 15.2-2286 of the Code of Virginia, Ann., the Board of County Supervisors may amend the Zoning Ordinance whenever it determines that public necessity, health, safety, convenience, general welfare, and good zoning practice necessitate such change; and

**WHEREAS**, the Board approved Resolution No. 22-455 to Initiate a Zoning Text Amendment for Industrial Parking, Countywide; and

**WHEREAS**, the Planning Office reviewed the industrial use regulations and made recommendations regarding additional flexibility in industrial parking requested by the business community; and,

**WHEREAS**, County staff recommends that the Planning Commission recommend approval of the Zoning Text Amendment for the reasons stated in the staff report; and,

**WHEREAS**, the Prince William County Planning Commission duly ordered, advertised, and held a public hearing on May 8, 2024, at which time public testimony was received and the merits of the above referenced zoning text amendment were considered; and

**WHEREAS**, the Prince William County Planning Commission finds that public necessity, convenience, general welfare as well as good zoning practices are served by recommending adoption of this zoning text amendment;

**NOW, THEREFORE, BE IT RESOLVED**, that the Prince William County Planning Commission does hereby close the public hearing, and recommend adoption of Zoning Text Amendment #DPA2023-00006, Industrial Parking.

ATTACHMENT: Zoning Text Amendment

**Votes:**

**Ayes:**

**Nays:**

**Absent from Vote:**

**Absent from Meeting:**

**MOTION CARRIED or MOTION FAILED TO CARRY**

ATTEST: \_\_\_\_\_

**Oly Pena**  
**Clerk to the Planning Commission**

## **ARTICLE I. TERMS DEFINED**

### **PART 100.DEFINITIONS**

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*Flea market* shall mean an occasional or periodic sales activity held within a building, structure, or open area where groups of individual sellers offer goods, new and used, for sale to the public, not to include private garage sales.

*Fleet parking* shall mean a parking and storage area of five (5) or more operable vehicles, which are used in the daily operations of an existing off-site nonresidential principal use located within the County and which is not located adjacent to or abutting the lot containing the associated principal use. This does not include parking and storage of farm vehicles, construction equipment, or motorized vehicles not licensed to operate on state roads. Fleet parking is not off-site parking or commercial parking as defined in this chapter.

*Flood fringe* shall mean that portion of the 100-year floodplain outside the floodway, and as further defined in sections 32-501.02 and 32-504.03.

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## **ARTICLE IV. - COMMERCIAL, OFFICE AND INDUSTRIAL DISTRICTS**

### **PART 400. GENERAL REGULATIONS**

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#### **Sec. 32-400.27. Fleet parking.**

Fleet parking, as defined in this chapter, shall comply with the following as part of any approved special use permit and/or site plan:

1. Fleet parking spaces shall be in addition to the minimum number of parking spaces required for the associated principal use. Such parking areas shall be for the sole use of the owners, occupants, and patrons of the associated principal use, and shall not be used for commercial parking purposes as defined in this chapter.
2. The parking area shall be constructed in accordance with all applicable sections of the zoning ordinance and the Design and Construction Standards Manual. A site plan pursuant to Part 800 of this chapter shall be required for such parking and storage areas.
3. Outdoor lighting shall be provided in all parking areas and travelways, pursuant to county code section 32-250.200.

4. Where the lot used for fleet parking is under separate ownership than the lot of the associated principal use, permanent easements and/or agreements shall be required which provide for joint use and maintenance of the parking area(s) and travelway(s) by all owners, occupants, and patrons of the properties. Such easements and/or agreements shall be noted on approved subdivision plans and site plan. Such easements/and or agreements shall be approved prior to site plan approval.

**Sec. 32-400.2728. General provisions for distribution and fulfillment centers and neighborhood retail and fulfillment centers.**

**PART 403. INDUSTRIAL DISTRICTS**

**Sec. 32-403.11. Uses permitted by right.**

The following uses shall be permitted by right in the M-1 District.

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53. Parking, commercial

54. Parking, fleet (in accordance with the provisions of county code section 32-400.27).

~~54~~ 55. Photographic processing laboratory.

~~55~~ 56. Publishing and printing

~~56~~ 57. Radio or TV broadcasting station.

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**Sec. 32-403.23. Special uses.**

The following uses shall be permitted in the M-2 District with a Special Use Permit:

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12. Parking, commercial.

13. Parking, fleet (in accordance with the provisions of county code section 32-400.27).

~~13~~ 14. Racetrack (equestrian or motorized).

~~14~~ 15. Ranges, shooting, indoor or outdoor.

~~15~~ 16. Recreation facility, commercial (outdoor).

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**Sec. 32-403.31. Uses permitted by right.**

The following uses shall be permitted by right in the M/T District.

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54. Office.

55. Parking, fleet (in accordance with the provisions of county code section 32-400.27).

~~55~~ 56. Publishing and printing.

~~56~~ 57. Radio or TV broadcasting station.

~~57~~ 58. Railroad freight depot.

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# **STAFF REPORT**

<b>PC Meeting Date:</b>	May 8, 2024
<b>Agenda Title:</b>	Zoning Text Amendment #DPA2023-00006, Industrial Parking
<b>District Impact:</b>	County Wide
<b>Requested Action:</b>	Recommend Approval of Zoning Text Amendment #DPA2023-00006, Industrial Parking
<b>Department:</b>	Planning
<b>Case Planner:</b>	Emilie Wolfson, Principal Planner

## **EXECUTIVE SUMMARY**

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Proposal to amend the Zoning Ordinance regarding industrial districts, to expand options for off-site parking associated with a primary use in industrial zoning districts. The proposal will amend the zoning ordinance to add a new "Fleet Parking" use, including general regulations related to the design of such facilities, which would primarily be utilized to add flexibility for businesses looking for additional parking for commercial vehicles related to daily operations of their uses. Examples of typical uses could include contractors, construction fleets, dump trucks, distribution facilities, etc.

It is the recommendation of staff that the Planning Commission recommend approval of Zoning Text Amendment #DPA2023-00006.

## BACKGROUND

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- A. Zoning Text Amendment Initiated – On December 7, 2021, through Directive 21-64, the Board directed staff to bring forward a zoning text initiation to amend industrial use parking regulations related to off-site parking associated with a primary use outlined in the Zoning Ordinance. On September 20, 2022, the Board of County Supervisors approved Resolution No. 22-455 to initiate a Zoning Text Amendment for Industrial Parking – County Wide.
- B. Purpose of the Zoning Ordinance – Section 15.2-2283 of the Code of Virginia states that zoning ordinances shall be for among other things, the general purpose of promoting the health, safety, or general welfare of the public.
- C. Current Zoning Ordinance Language – The purpose and intent of the Zoning Ordinance is to provide for, among other things, adequate light, air, convenience of access, and safety from fire, flood and other dangers.
- D. Current Language Impacts – The current regulations of Section 32-400.26, Off-site parking areas, allows off-site parking in areas located on a lot that is adjacent to or abutting the principal use. As a result, the development community has provided feedback that staff look and expand options for off-site parking beyond land that is adjacent to or abutting the principal use, to allow additional flexibility.
- E. Proposed Remedy – Staff proposes to maintain the current off-site parking areas regulations, and to define a new use “Fleet Parking” including outlining general regulations for fleet parking facilities including site design, and lighting.

Fleet Parking is intended to be a parking area for the parking and storage of five or more operable vehicles which are used in the daily operations of an existing off-site nonresidential principal use located within the county, which is not located adjacent to or abutting the lot containing the principal use. Fleet Parking is differentiated between off-site parking or commercial parking as they are already existing uses. This zoning text amendment does not include any changes to off-site parking, or commercial parking.

Off-street parking is distinctly different from fleet parking as that it is required to be located adjacent or abutting the principal use, whereas commercial parking shall mean off-street parking lot or structure, available to the public for compensation, but may also be used to accommodate employees, customers, and clients.

Fleet parking will be permitted within the industrial zoning districts in accordance with the table below.

Zoning District	Use Type
M-1, Heavy Industrial	By-Right
M-2, Light Industrial	Special Use Permit
M/T, Industrial/Transportation	By right

In addition, the following regulations will apply to these facilities:

1. Parking will be in addition to the minimum parking requirement for the principal use. Parking areas shall be for the sole use of the owners, occupants, and patrons of the principal use, and shall not be used for commercial parking purposes, as defined in this chapter.
2. Meet Design and Construction Standards Manual (DSCM) requirements.
3. Comply with existing lighting and signage requirements outlined in the Zoning Ordinance.
4. If the parcels have different ownership, appropriate easements/agreements must be recorded.

F. Stakeholder Input- The Development Ordinance Review Advisory Committee (DORAC) committee was briefed on the proposed Zoning Text Amendment on October 26, 2023, where staff outlined the text alternatives and identified a preferred alternative. DORAC comments included requesting further clarity/flexibility which staff included, as well as additional language to avoid creating non-conforming uses which staff also included. At the January 25, 2024, DORAC meeting, the committee reviewed the text in greater detail which included revisions to address initial comments. Additional comments included adding additional clarity on the definition of Fleet Parking and a request to be permitted by right-in M/T and M-1. Both of these changes were added to the text.

DORAC also requested that staff consider creating a waiver to the SUP requirement under a certain size (i.e. threshold less than 10 for example). Staff did not feel comfortable with implementing this recommendation at this time.



In addition to DORAC, the Commercial Development Committee (CDC) was briefed on the proposed Zoning Text Amendment on April 19, 2023, which included a description of the initiative and a brief description of staff's research on existing jurisdictions. At the January 17, 2024, meeting, staff discussed the proposed text and intent of changes to the Zoning Ordinance. Staff received written comments on the draft text from the CDC which included wanting additional flexibility to allow fleet parking in all industrial districts by-right. Staff did not feel it was appropriate to have this new use in all industrial districts by right, such as in M-2, however, staff did change our original recommendation and previously drafted text by allowing fleet parking in M-1 as a by-right use.

In relation to the request to allow fleet parking in M/T zones by-right, staff analyzed adjacent land uses, and concluded that eighty percent (80%) of all the existing M/T land use in the County is entirely surrounded by M-1 or M-2 uses, ten percent (10%) are adjacent to planned/mixed districts which have existing commercial or industrial developments and/or planned for industrial, and the remaining ten percent (10%) are sites that are adjacent to A-1 or Parks and Open Space (POS) Land. All of these sites are developed with more intense uses than the proposed fleet parking use, or are planned for a more intense use. Thus, staff felt comfortable with allowing fleet parking in M/T zones by-right.

In response to the request from CDC to allow fleet parking by- right in M-1 zones, staff analyzed adjacent land uses, and concluded that, approximately sixty five percent (65%) of all the existing M-1 land use in the county is surrounded by industrial zoning districts (M-1, M-2, or M/T). If an M-1 district was adjacent to one additional district, and that other district was either a business or office district (B, O or PMR) and/or the majority of the surrounding area was an industrial zoned district (M-1, M-2, or M/T), this was considered in the percentage of surrounded by industrial zoned districts.

Approximately eight percent (8%) of M-1 districts are adjacent to planned/mixed districts which have existing commercial or industrial developments and/or planned for industrial, and seven percent (7%) are sites that are adjacent to A-1 or residential land. Many of these sites are developed with more intense uses that the proposed fleet parking use, or are planned for a more intense use, remain undeveloped, or are adjacent to a mix of both residential and industrial uses. The remaining percentage were sites that were classified as M-1, but were actually right of way, or sites that had previously been subdivided and were very small (less than an acre). Thus, staff felt comfortable with allowing fleet parking in M-1 by-right.

Maps at the end of the staff report indicate locations of M/T and M-1 zoning at various locations throughout the county (Airport Corridor, Wellington Road Corridor, Independent Hill, Potomac Shores, Woodbridge, John Marshall Highway and Nokesville).\* There are a

few areas where there are only one or two M-1 zones that are not clustered, and therefore are not shown on the attached maps.

Additionally, staff also reviewed existing uses defined in the zoning ordinance which could be considered to have similar or comparable impacts. Commercial Parking is an existing use which is similar in both character and extent. The Zoning Ordinance defines Commercial Parking as an off-street parking lot or structure, available to the public for compensation, but may also be used to accommodate employees, customers, and clients. Commercial parking is currently permitted by right in the M-1 and M/T zoning district and by special use permit in the M-2 zoning district, consistent with what is proposed for Fleet Parking.

## **STAFF RECOMMENDATION**

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- A. The Planning Office recommends that the Planning Commission recommends approval of the proposed Zoning Text Amendment #DPA2023-00006 to expand options for off-site parking associated with a primary use in industrial zoning districts or the following reasons:
1. The proposed ordinance will regulate the locations of fleet parking areas through SUP in M-2 district, and by-right in M-1 and M/T Districts. This will ensure that impacts are properly mitigated through the SUP process in the M-2 District. Most M/T zoning districts and many M-1 zoning districts are adjacent to existing industrial areas and are planned for heavy transportation-oriented uses. In many areas that M/T and M-1 districts are not adjacent to industrial areas, these sites are developed with more intense uses than the proposed fleet parking use. Thus, staff felt comfortable with allowing fleet parking in M/T and M-1 zones by right. Additionally, commercial parking is allowed by right in both M/T and M-1 zones.
  2. The proposed ordinance will ensure that all DSCM requirements are met, comply with existing light and signage requirements, and that fleet parking will be in addition to the minimum parking requirements for the principal use.

## **Community Input**

Notice of the Zoning Text Amendment has been advertised and the proposed amendment has been published on the Prince William County government website and is available in the Planning Office. The Planning Office also received feedback from DORAC and the CDC.

## **Legal Issues**

Legal issues are appropriately addressed by the County Attorney's Office.

**Timing**

The Planning Commission has until August 6, 2024, 90 days from the first public hearing, to take action on this proposal. A recommendation to adopt the Zoning Text Amendment would meet the 90-day requirement.

**STAFF CONTACT INFORMATION**

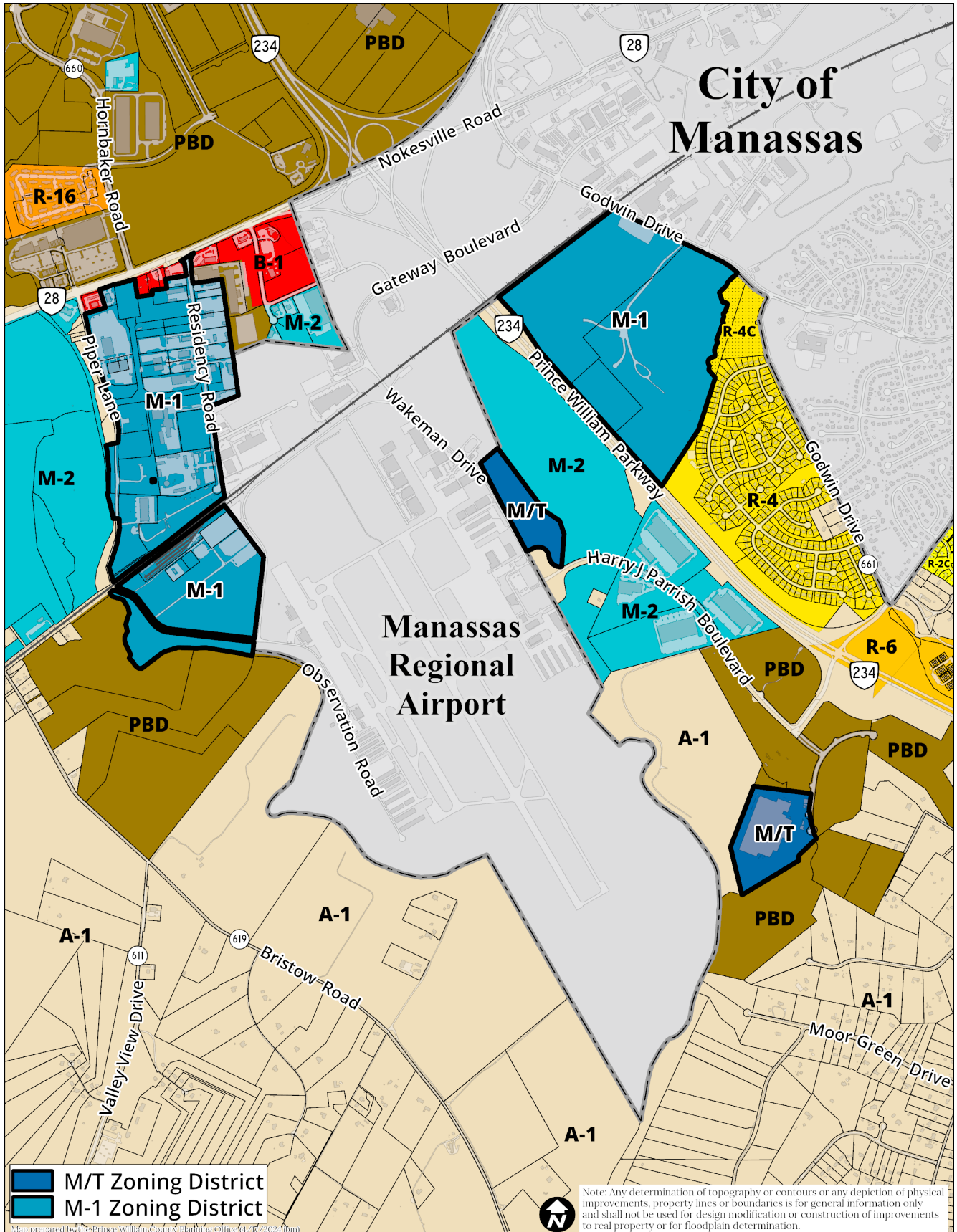
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Emilie Wolfson | (703) 792-7128  
ewolfson@pwcgov.org

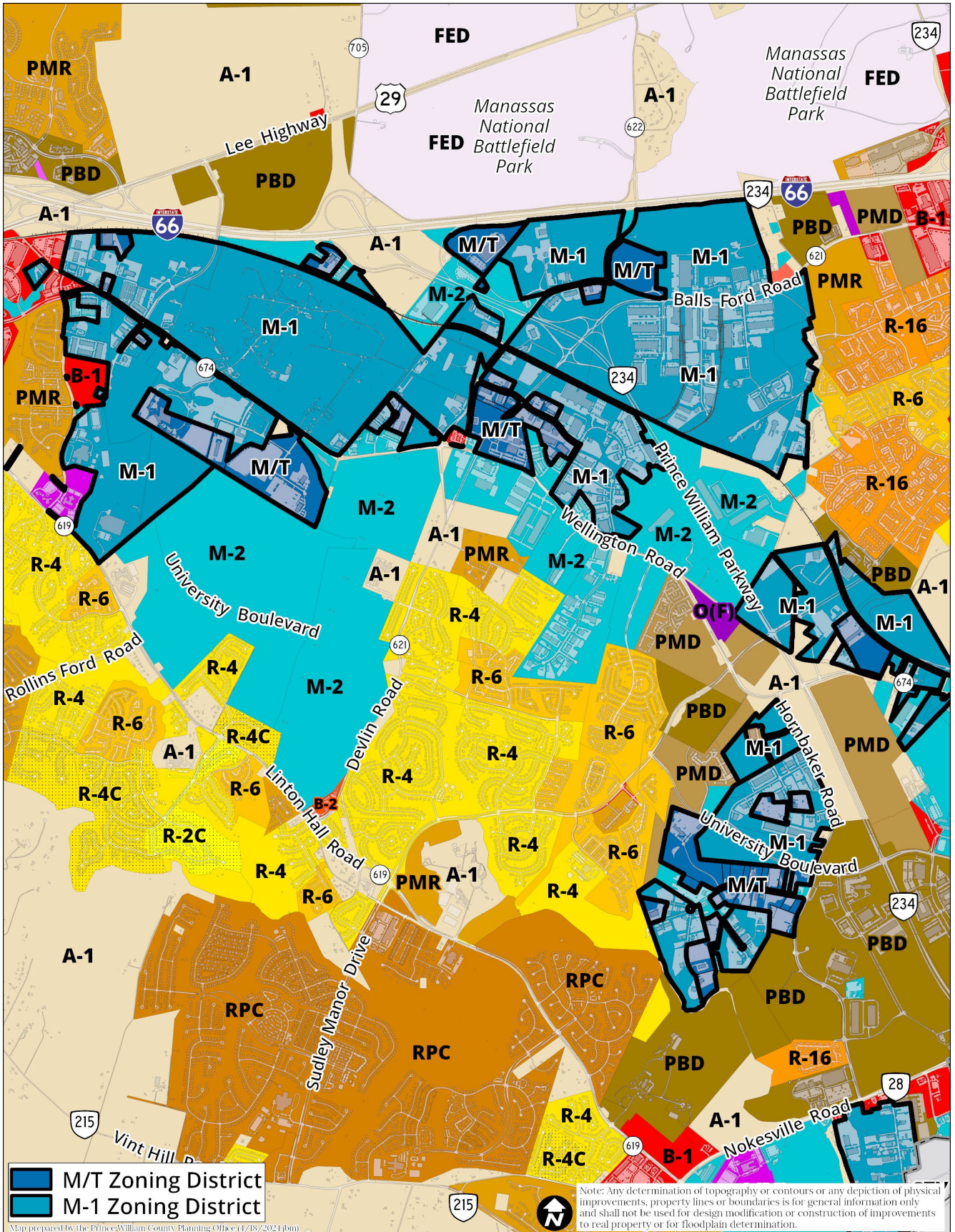
**ATTACHMENTS**

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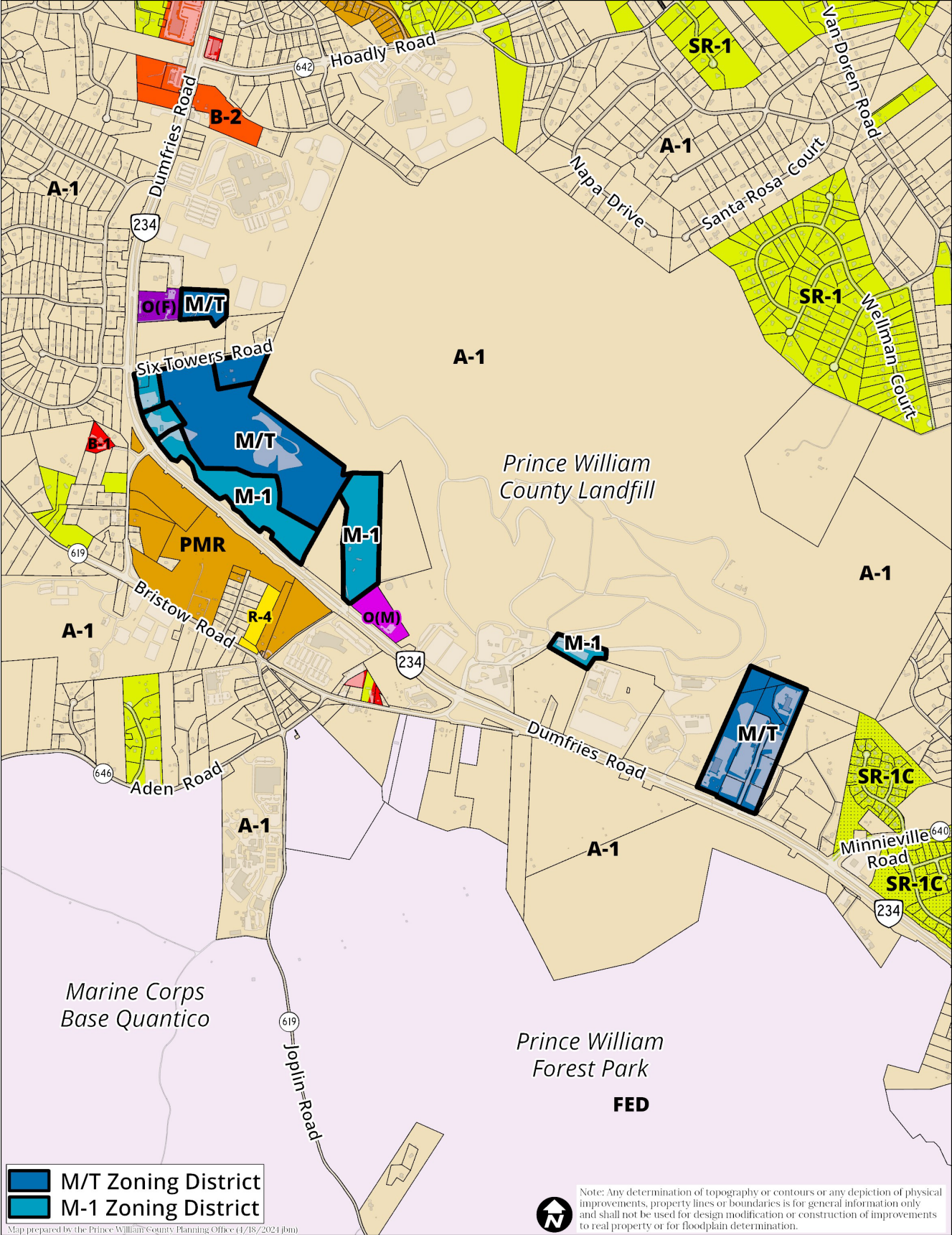
Attachment A: BOCS Initiating Resolution



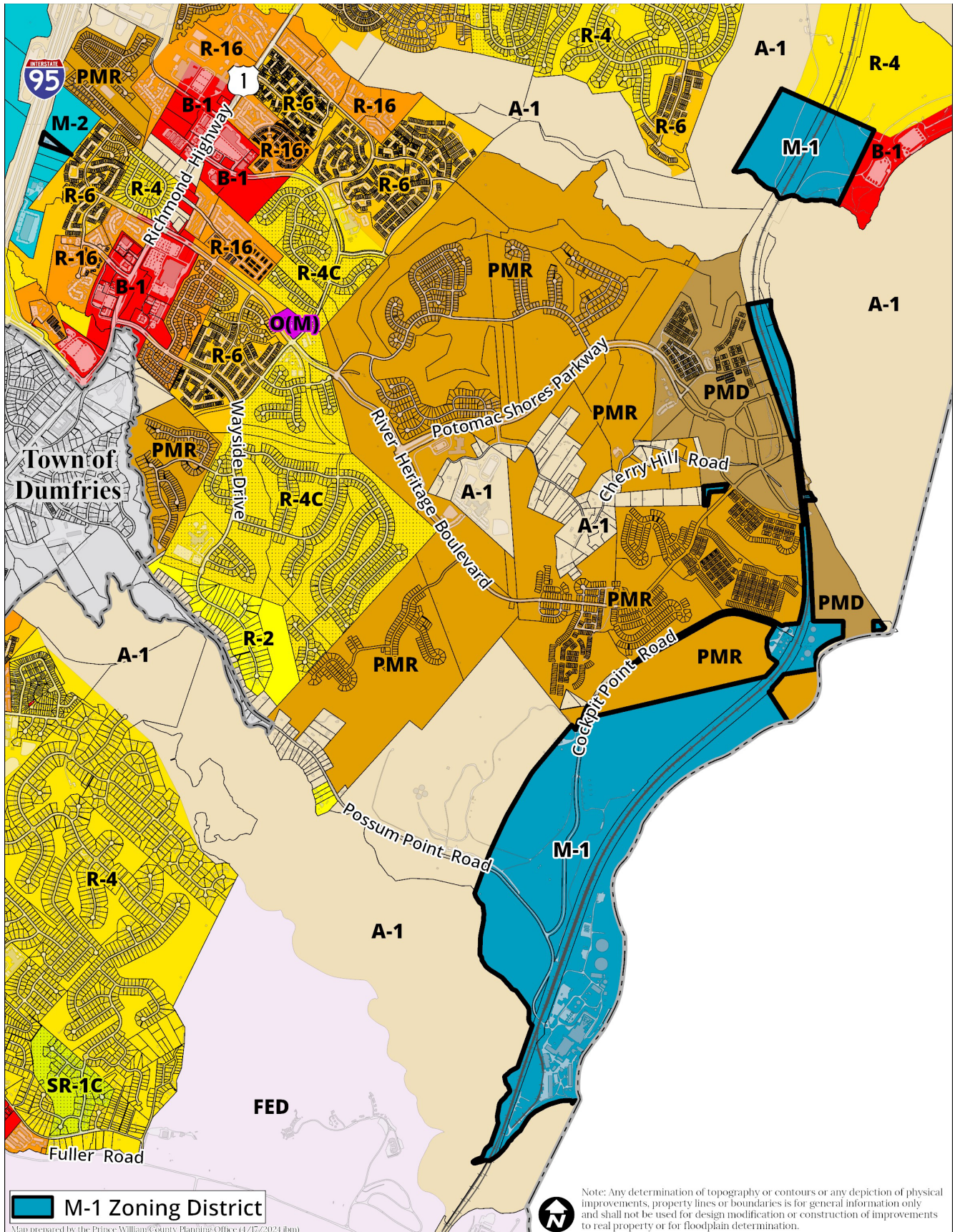
# Wellington Road Corridor



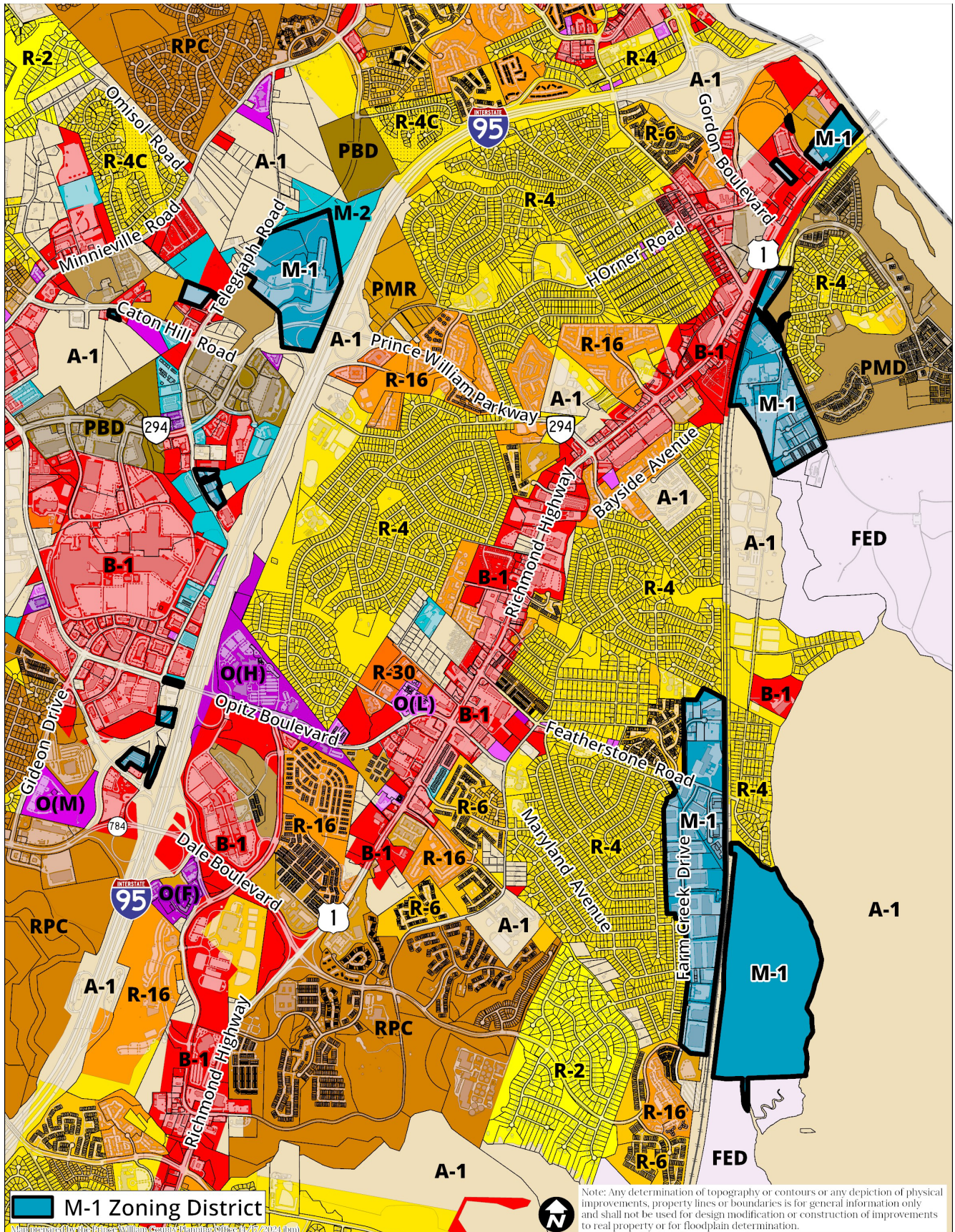
# Independent Hill



# Potomac Shores

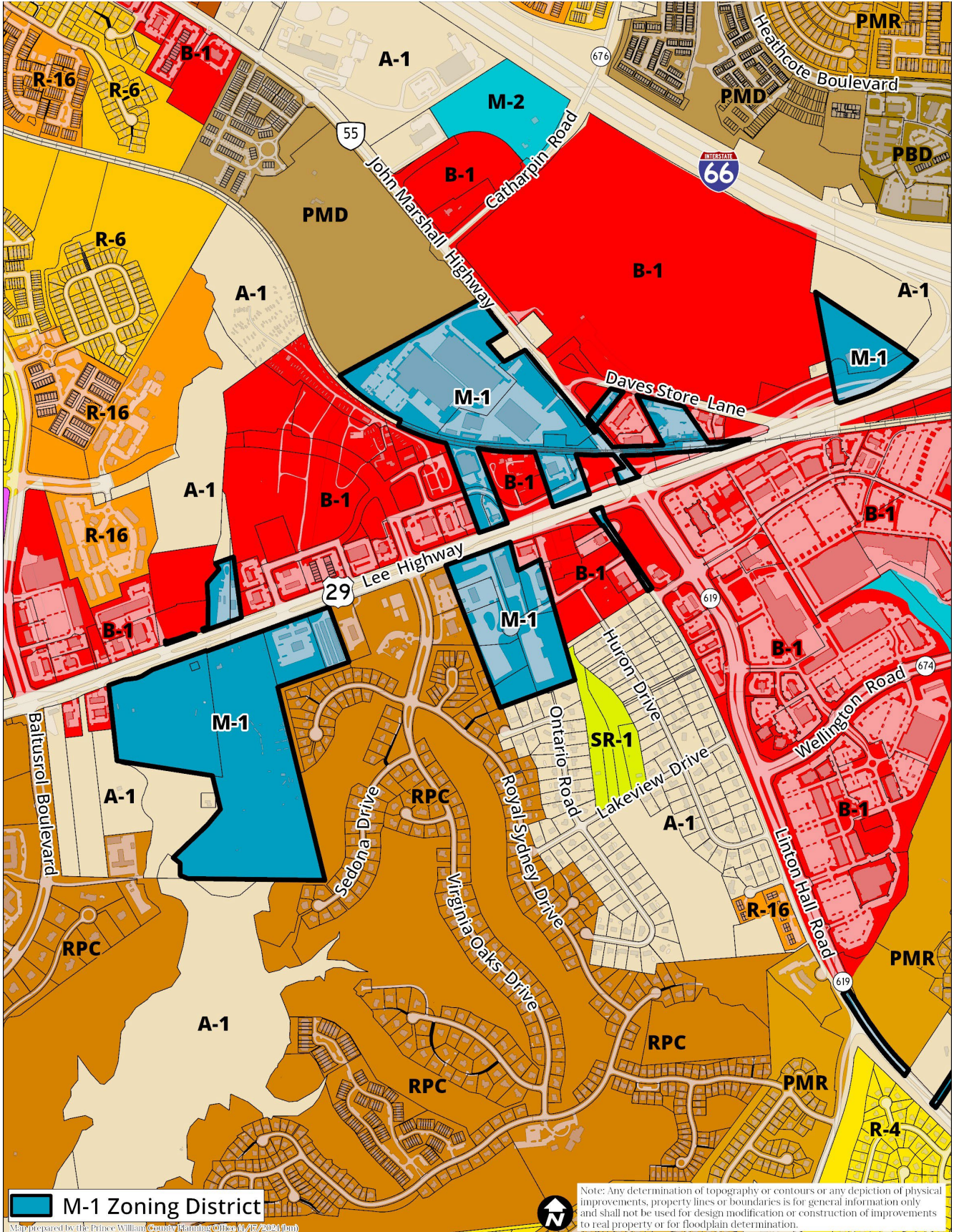


# Woodbridge

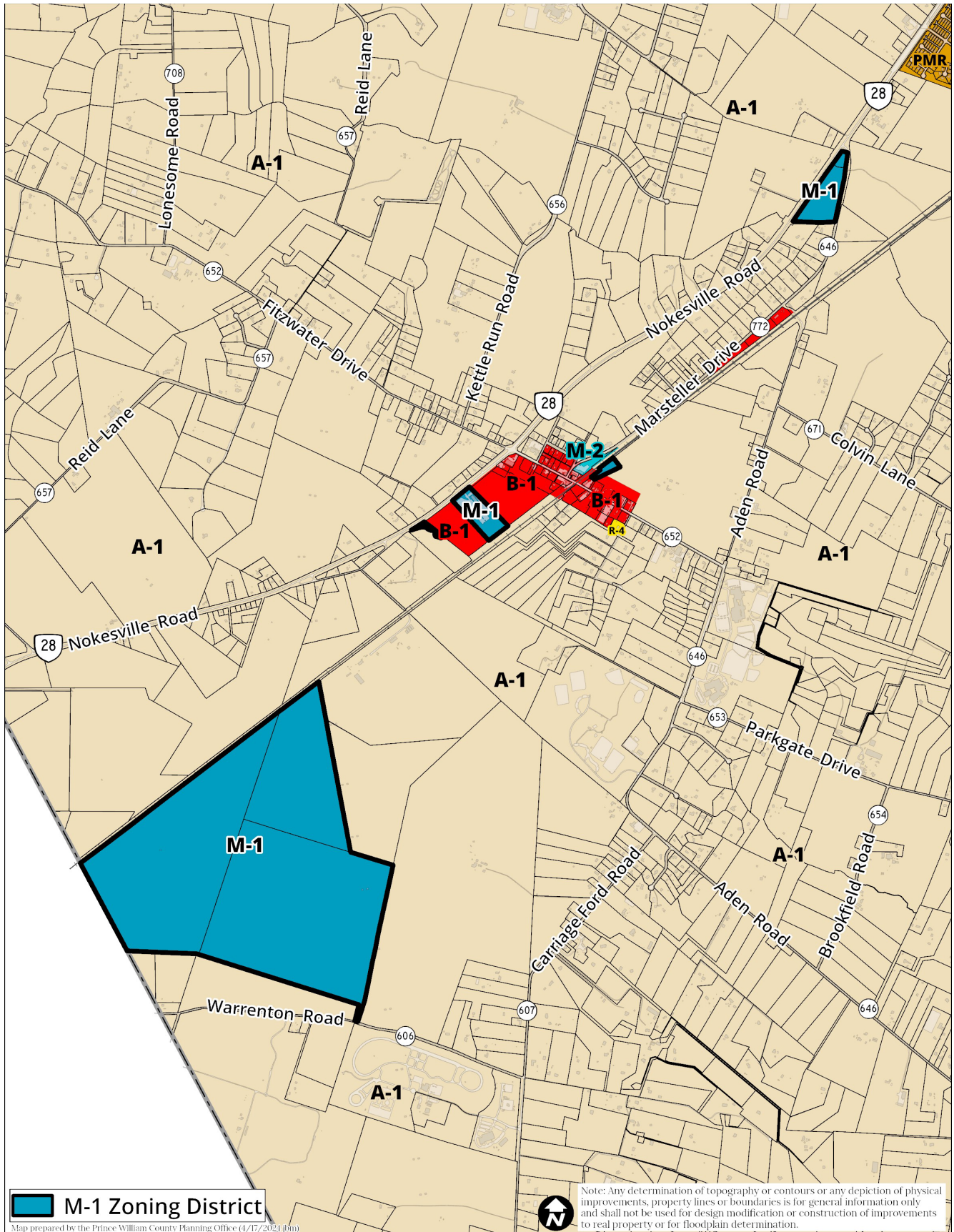




# John Marshall Highway



# Nokesville



# 8-B

**MOTION:**

**September 20, 2022**

**SECOND:**

**Regular Meeting**

**Res. No. 22-**

**RE:**

**INITIATE A ZONING TEXT AMENDMENT FOR INDUSTRIAL PARKING AND USE REGULATIONS – COUNTYWIDE**

**ACTION:**

**WHEREAS**, in accordance with Section 15.2-2285 of the Code of Virginia, Ann., the Prince William Board of County Supervisors (Board) may amend the Zoning Ordinance whenever it determines that public necessity, health, safety, convenience, general welfare, and good zoning practice necessitate such change; and

**WHEREAS**, the Board issued a Directive (DIR) 21-64 for staff to bring forward an initiation for a zoning text amendment to address to address industrial parking issues being experienced by the business community; and

**WHEREAS**, the Planning Office recommends initiation of a zoning text amendment to review the industrial use regulations and make recommendations regarding additional flexibility requested by the business community; and

**WHEREAS**, amending the Zoning Ordinance for the above-referenced issue is required by public necessity, convenience, general welfare, and good zoning practice, and is consistent with the intent of Section 15.2-2283 of the Code of Virginia, Ann;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors hereby initiates a Zoning Text Amendment to the Prince William County Zoning Ordinance regarding the use regulations for industrial properties, including, but not limited to the storage and parking of vehicles.

**Votes:**

**Ayes:**

**Nays:**

**Absent from Vote:**

**Absent from Meeting:**

**For Information:**

Planning Director

County Attorney

**ATTEST:** \_\_\_\_\_

**Clerk to the Board**



# STAFF REPORT

<b>BOCS Meeting Date:</b>	September 20, 2022
<b>Agenda Title:</b>	Initiate a Zoning Text Amendment for Industrial Parking and Use Regulations
<b>District Impact:</b>	Countywide
<b>Requested Action:</b>	Initiate a Zoning Text Amendment
<b>Department:</b>	Planning
<b>Staff Lead:</b>	Rebecca Horner, AICP, CZA

## EXECUTIVE SUMMARY

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This is a request to initiate an amendment to the Zoning Ordinance.

On December 7, 2021, at the request of Supervisor Lawson, the Prince William Board of County Supervisors (Board) directed staff to bring forward an initiation to amend the Zoning Ordinance regarding M-1, Heavy Industrial, and M-2, Light Industrial, districts as it relates to storage of vehicles. Several industrial users indicated the use restrictions in industrial zoning districts make it difficult to find areas for their staff to park, when those parking areas cannot be accommodated on the same lot as the primary use.

It is the recommendation of staff that the Board initiate a Zoning Text amendment to the Prince William County Zoning Ordinance, to review the use regulations for industrial properties, including the storage and parking of vehicles

## **BACKGROUND**

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- A. Purpose of the Zoning Ordinance – Section 15.2-2283 of the Code of Virginia states that zoning ordinances shall be for the general purpose of promoting the health, safety, or general welfare of the public.
- B. Current Zoning Ordinance Language – The purpose and intent of the Zoning Ordinance is to, among other things, regulate commercial, office and industrial uses within the County.
- C. Board Directive: (DIR)-21-64 – Staff was directed to bring forward an initiation for a text amendment to address industrial parking issues being experienced by the business community.
- D. Proposed Remedy – Initiation of a Zoning Text Amendment to work with the community and business community stakeholders to address concerns regarding the storage and parking of vehicles in the industrial zoning districts.

## **STAFF RECOMMENDATION**

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- A. Staff Recommendation – Staff recommends initiating a Zoning Text Amendment to the Prince William County Zoning Ordinance, to review the industrial use regulations and make recommendations regarding additional flexibility requested by the business community.

### **Community Input**

As of the date of this staff report, the Planning Office has received emails with concerns about the lack of flexibility with parking areas associated with industrial uses from business owners in the County.

### **Fiscal Impact**

There is no direct fiscal impact related to the initiation of this Zoning Text amendment, but staff time and resources will be necessary to research, analyze, and conduct public hearings for the Planning Commission and the Board.

### **Legal Issues**

Initiation of a Zoning Text amendment does not mean the Board must approve the ZTA after it is studied; it instead begins the process for Board consideration. Other legal issues are appropriately addressed by the County Attorney's Office.

### **Timing**

There is no time requirement for the Board to take action on initiation of Zoning Text amendments.

**STAFF CONTACT INFORMATION**

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Rebecca Horner, AICP, CZA | (703) 792-6854  
rhorner@pwcgov.org