

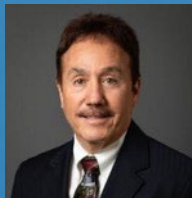


PRINCE WILLIAM
Development Services

APRIL 17, 2024

CDC

**COMMERCIAL
DEVELOPMENT
COMMITTEE**



BY

Mike Garcia & Mandi Spina

WELCOME & INTRODUCTIONS

Commercial Development Committee

Mike Garcia, Chair
Gary Gardner, Vice Chair
Mandi Spina, Staff Liaison
Jonathan Barbour
Barry Braden
Jonelle Cameron
William Daffan
Jeremy L. Karls
Russel S. Gestl
John F. Heltzel
Gary L. Jones
Chris Lemon
Eric Mays
Matt Smolsky

Guest Speakers

David McGettigan
The Planning Office

Paolo Belita
Department of Transportation

Khattab Shammout
Department of Public Works

Guest Audience Around the room introductions



DCSM UPDATES

- DCSM Section 600 Updates (Belita)
- DCSM Waiver Policy Update (Belita)
- DCSM Section 300 Update (Chief Smolsky)
- DCSM Section 700 Updates (Shammout)



ZONING ORDINANCE TEXT AMENDMENT UPDATES

- Commercial Signs
- Drive-Thru
- Industrial Parking



CDC 2024 GOALS

- Owner Notification on Permit Applications
 - May 2024 Sub-Committee Meeting will handle this item
- Policies & Procedures Carryover
 - Will be handled in sub-committee meetings
 - Ongoing conversations with Public Works regarding CCTV/Stockpile
- Changes to meeting schedule – this is completed with the addition of monthly sub-committee meetings through June 2024



CDC 2024 GOALS

- Participate in the comprehensive updates to the Zoning Ordinance
 - Timeline TBD based on FY25 Budget Approval
- Address tipping fees at the landfill
 - This item will be handled directly with Public Works as it is a budget process



ADDITIONAL AGENDA ITEMS

- Data Center Ordinance Advisory Group (DCOAG) Update (Spina)
- DCSM/ZTA Tracker (Spina)



DEVELOPMENT SERVICES

Key Highlights: Fiscal Year 2024, 1Q - 3Q (Jul 2023 – Mar 2024)

	FY21	FY22	FY23	FY24
New Structures - # of plans (first review)	37	35	50	35
Tenant Layout - # of plans (first review)	137	152	171	169
Commercial Major Plans - # of approved plans	9	9	14	8
Tenant Layout Total Plans - # of approved plans	128	131	127	172
Site Plans - # of approved plans	40	28	33	35
Site Permits Issued	144	131	150	125

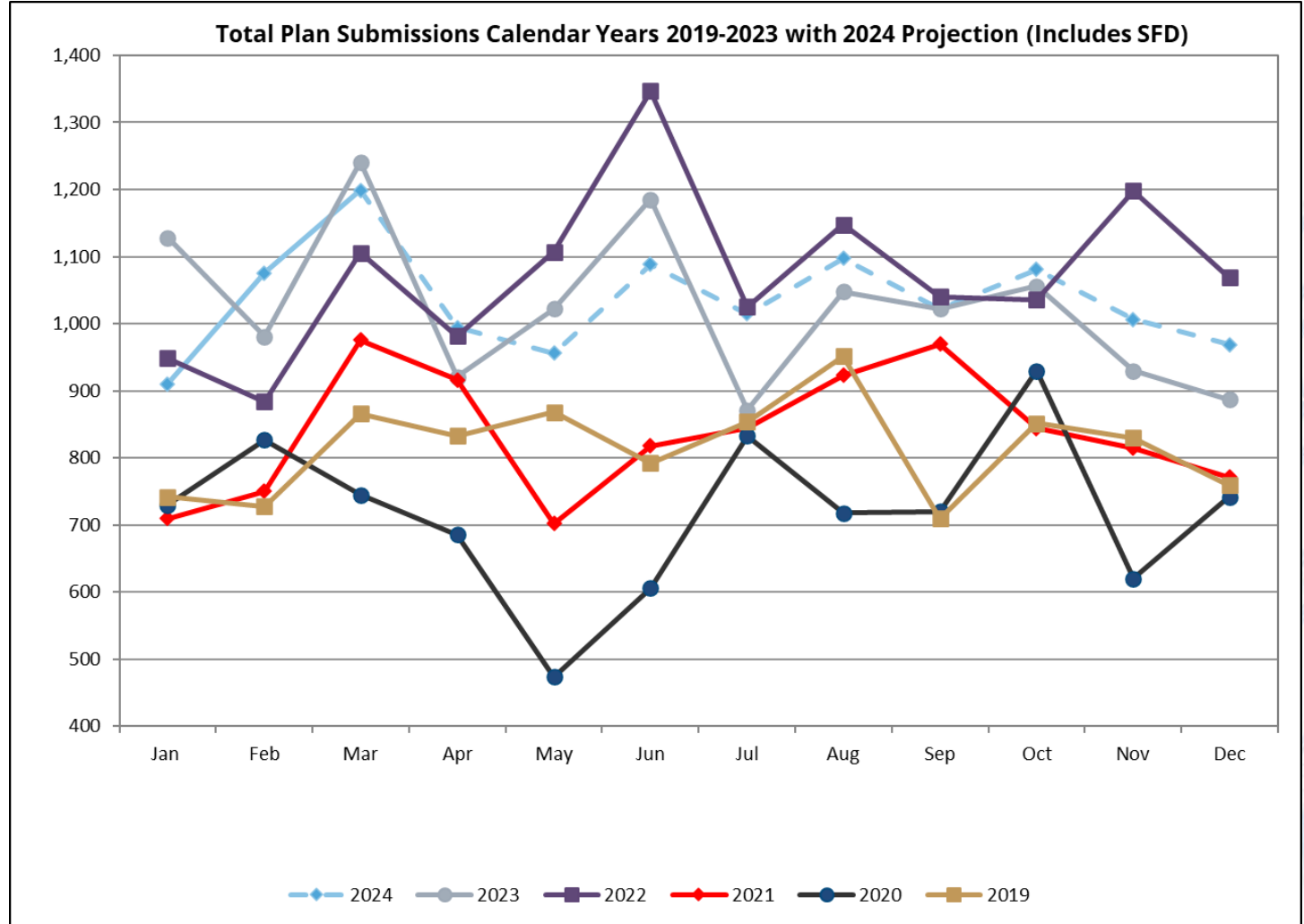


DEVELOPMENT SERVICES

Building Plan Submissions

12,415

in Calendar Year 2024

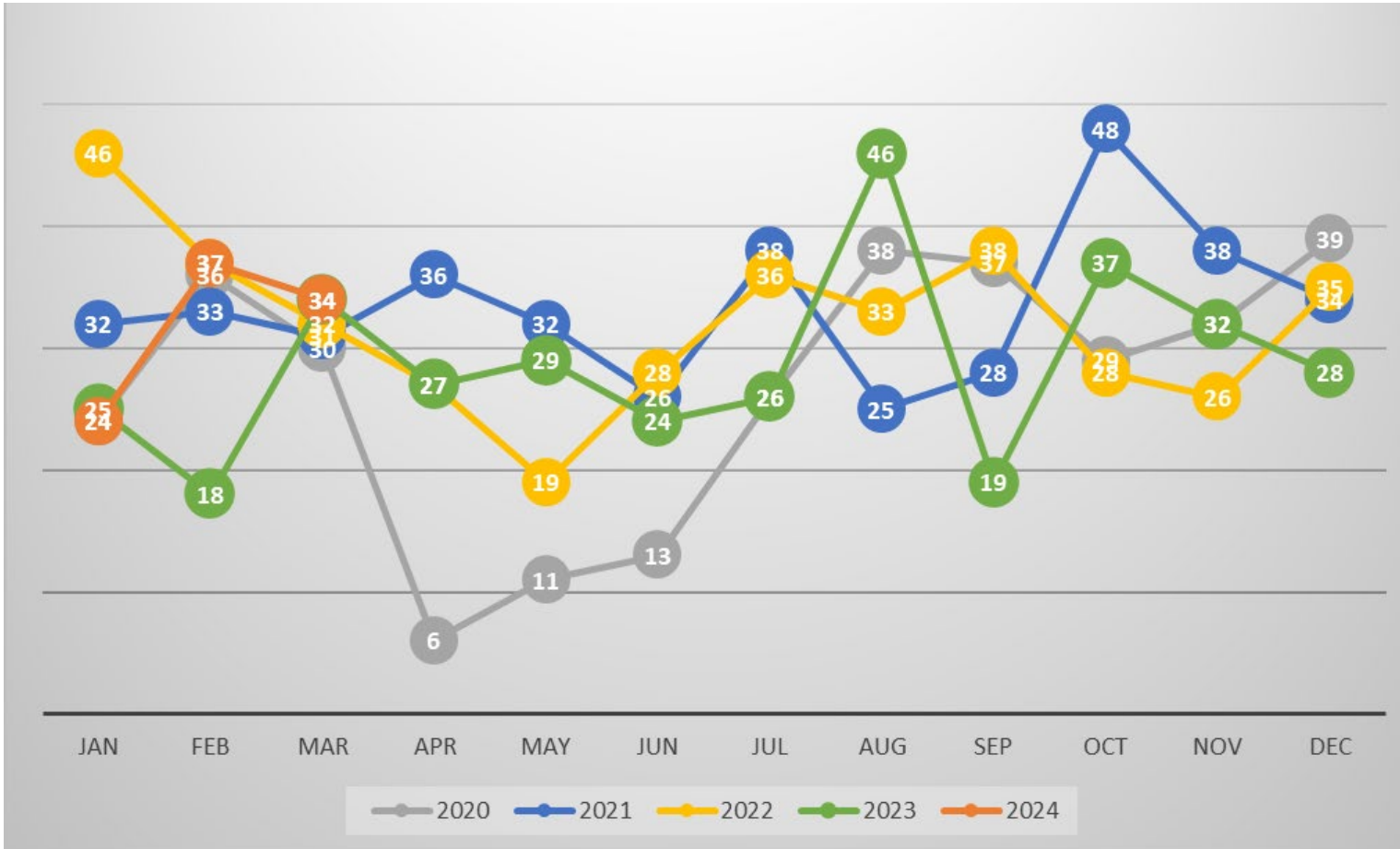


2024 - Projected	2023	2022	2021	2020	2019
12,415	12,292	12,891	10,040	8,631	9,786

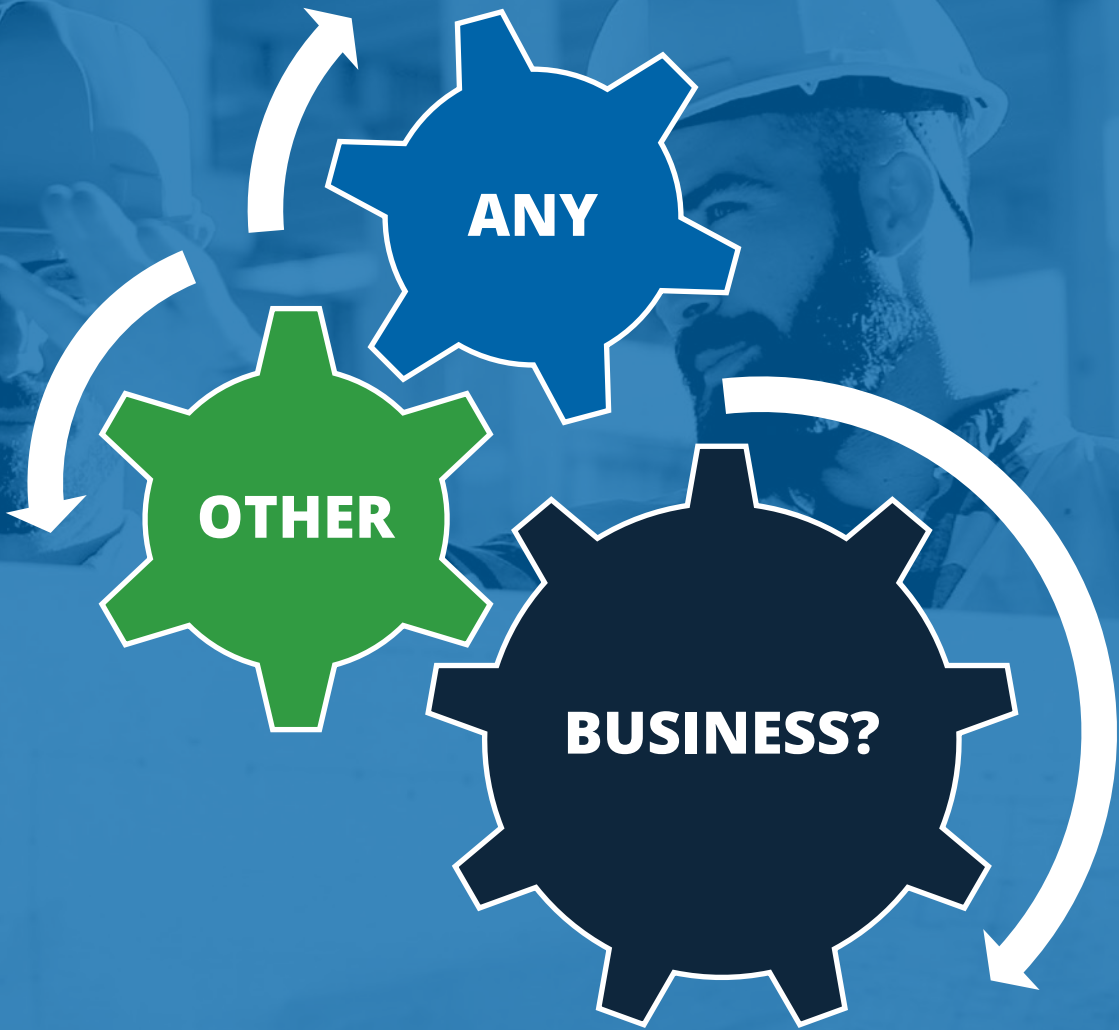
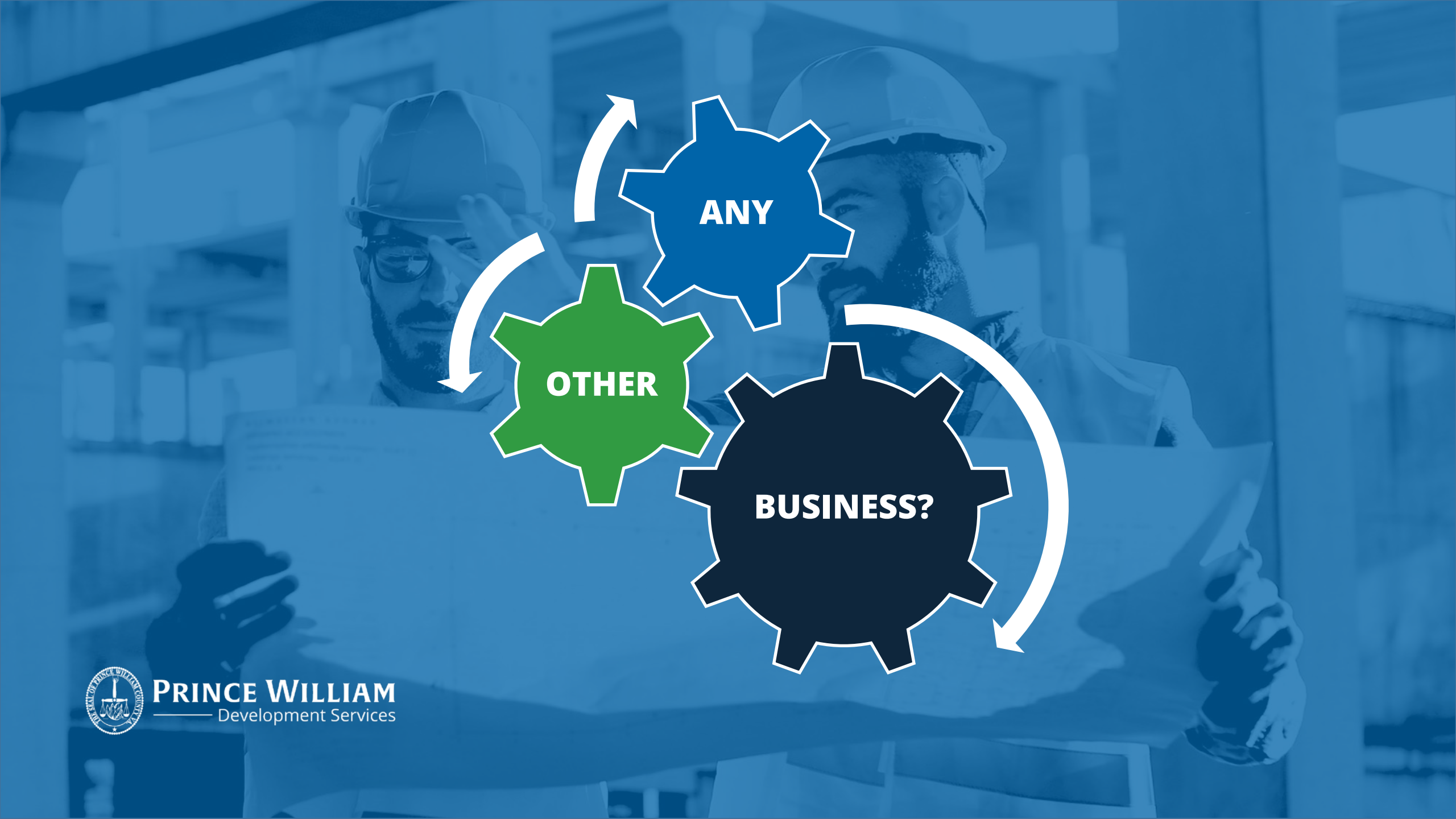


PRINCE WILLIAM
Development Services

SMALL BUSINESS PROJECTS



95
 Small Businesses
 "Opened for Business"
 Jan - Mar 2024



PRINCE WILLIAM
Development Services



MARK YOUR CALENDARS

**Commercial Development Committee
2:00pm - 4:00pm, Wednesday, July 17, 2024**

THANK YOU FOR JOINING US TODAY!



PRINCE WILLIAM
Development Services



Prince William County Government
Board of County Supervisors

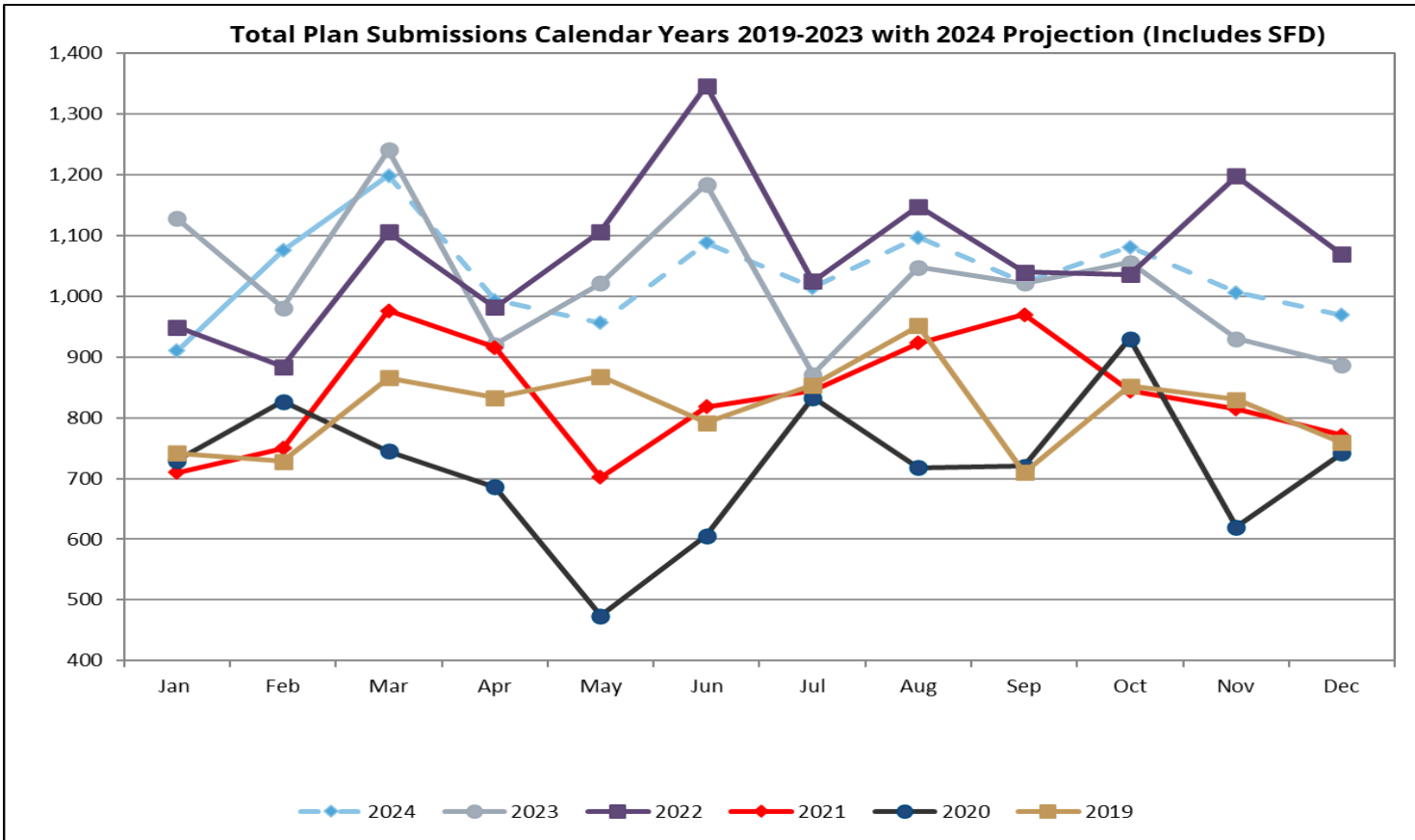


Commercial Development Committee

April 17, 2024

*Mandi Spina
Development Services*

Building Plan Submissions



	2024 Projected	2023	2022	2021	2020	2019
Total Plan Submissions:	12,415	12,292	12,891	10,040	8,631	9,786



Performance/Workload Data



Building Plan Review

1Q-3Q (Jul-Mar)

	FY21	FY22	FY23	FY24
◆ New Structures (target 4.5 weeks)				
➤ Number of plans	37	35	50	35
➤ Average weeks for first review	3.36	2.89	3.72	3.19
◆ Tenant Layout (target 2.3 weeks)				
➤ Number of plans	137	152	171	169
➤ Average weeks for first review	1.84	1.89	2.02	1.86



Performance/Workload Data



Commercial New Structures

1Q-3Q (Jul-Mar)

Total Plans

	FY21	FY22	FY23	FY24
◆ Number of approved plans	29	25	35	22
◆ Average reviews to approval	2.76	3.28	3.43	3.50
◆ Average days to approval				
➤ County time	75	70	131	59
➤ Applicant time/Outside Agencies time	103	101	103	149

Total Plans = include major and minor plans. (minor plans: canopy, dumpster enclosure, kiosk, flag pole, etc.)



Performance/Workload Data



Commercial New Structures

1Q-3Q (Jul-Mar)

- ◆ Number of approved plans
- ◆ Average reviews to approval
- ◆ Average days to approval
 - County time
 - Applicant time/Outside Agencies time

	FY21	FY22	FY23	FY24
Number of approved plans	9	9	14	8
Average reviews to approval	3.44	3.67	3.57	3.75
Average days to approval				
➤ County time	113	78	123	69
➤ Applicant time/Outside Agencies time	103	108	171	146

Major Plans = New Construction (projects that bring in revenue).

Excludes the following plans: targeted plans, apartments and apartment-related, condos and condo-related, public schools, churches and other minor projects.



Performance/Workload Data



Tenant Layout

1Q-3Q (Jul-Mar)

Total Plans

	FY21	FY22	FY23	FY24
◆ Number of approved plans	128	131	127	172
◆ Average reviews to approval	2.41	2.53	2.65	2.64
◆ Average days to approval				
▶ County time	26	26	27	28
▶ Applicant time/Outside Agencies time	52	58	65	65



Performance/Workload Data



Tenant Layout

1Q-3Q (Jul-Mar)

Excluding Expedited and Targeted Plans

	FY21	FY22	FY23	FY24
◆ Number of approved plans	120	118	119	165
◆ Average reviews to approval	2.35	2.53	2.63	2.64
◆ Average days to approval				
▶ County time	25	26	27	27
▶ Applicant time/Outside Agencies time	52	60	65	65
% of plans targeted & expedited	6%	10%	6%	4%



Performance/Workload Data



Site Plans

1Q-3Q (Jul-Mar)

	FY21	FY22	FY23	FY24
◆ Number of approved plans	40	28	33	35
◆ Average reviews to approval	3.73	3.54	4.00	4.57
◆ Average days to approval				
➤ County time	66	63	63	88
➤ Applicant time/Outside Agencies time	300	239	287	296



Performance/Workload Data



Permits Issued

1Q-3Q (Jul-Mar)

	FY21	FY22	FY23	FY24
◆ Site permits issued	144	131	150	125
◆ Building permits issued – NS	49	39	38	65
◆ Building permits issued – TLO	444	420	420	521



Performance/Workload Data



Occupancy Permits Issued

1Q-3Q (Jul-Mar)

	FY21	FY22	FY23	FY24
◆ Occupancy permits issued – NS	28	27	33	21
◆ Occupancy permits issued – TLO	146	130	148	142
◆ OP issued – Change of Tenant	88	126	64	70
<hr/>				
◆ Building – New Residential	1,119	878	504	546
◆ Occupancy – New Residential	1,012	834	837	589



FY25 Proposed Fees



Fee Schedule	Proposed Change
Building Development	2.0%
Fire Marshal's Office	4.0%
Land Development	5.0%
Planning	10.0%



Questions?



DCSM Section 600 Update



Timeline

- June 2023: Project Kickoff
- Summer 2023 – Early 2024: Draft Section 600 Document
 - October: CDC/DORAC Presentation and General Update
- **Early Spring 2024: Pre-Final Draft Section 600 Update**
 - **80% Draft shared with CDC/DORAC Mid-March**
- Late Spring 2024: Follow-up Coordination
 - Final Draft Document to CDC and DORAC for review and input
- Summer 2024: Finalize and Adopt Section 600 Update
 - Planning Commission Public Hearing
 - Board of County Supervisors Public Hearing

- DCSM Section 600 Organization/structure
 - Transportation Systems
 - Roadway Classification
 - Planning and Design
 - Parking
 - Lighting and Landscaping
 - Submission Requirements
 - Traffic (TIA/TDM)
 - Construction Standards
 - Transportation Construction and Inspection

Overview

Prince William County DSCM Section 600 Outline (DRAFT)

Sections in this color blue are currently under development (Spring 2024)

600.00 TRANSPORTATION SYSTEMS

- 600.01. Definitions
- 600.02. Acronyms and Abbreviations
- 600.03. References
- 600.04. Purpose

601.00. ROADWAY CLASSIFICATION

601.01. Functional Classification

- 601.01.01. Interstates
- 601.01.02. Arterials
 - A. General
 - B. Parkways
 - C. Urban Principal Arterials
 - D. Rural Principal Arterials
 - E. Urban Minor Arterials
 - F. Rural Minor Arterials
- 601.01.03. Collectors
 - 1) Urban Collectors
 - 2) Rural Collectors
- 601.01.04. Local Streets
 - A. Urban Local Streets
 - B. Rural Local Streets
 - C. Low-Volume Gravel Road
- 601.01.05. Urban County Roadways

- A. General
- B. Through Boulevard
- C. Boulevard
- D. Avenue
- E. Urban Small Street
- F. Private Side Street
- G. Private Alley

601.02. Context Classification

- 601.02.01. General
- 601.02.02. Rural Context Classifications
 - A. Rural Context
 - B. Rural Town Context
- 601.02.03. Urban Context Classifications

- A. Suburban Context
- B. Urban Context
- C. Urban Core Context
- D. Town Centers, Activity Centers, and Small Area Plan Context

602.00. PLANNING AND DESIGN

- 602.01. General
- 602.02. Design Speed
- 602.03. Level of Service
- 602.04. Street Grade and Layout
- 602.05. Privately Maintained Travelways and Parking Lots
- 602.06. Pavement Design

- 602.07. Alternative Pavement Design
- 602.08. Privately Maintained Travelway Pavement Design
- 602.09. Driveways and Entrances

- 602.09.01. General
- 602.10.02. Street Access
- 602.09.03. Service Drives
- 602.09.04. Common Driveways for Two Lots
- 602.09.05. Pipestem Driveways
- 602.09.06. Alleyways in Planned Districts

602.10. Cul-de-sac Streets

- 602.10.01. General
- 602.10.02. Residential Cul-de-sac Streets
- 602.10.03. Commercial and Industrial Cul-de-sac Streets

602.11. Connectivity

602.12. Intersections and Crossings

- 602.12.01. General
- 602.12.02. Design Vehicle
- 602.12.03. Turn Lanes
- 602.12.04. Curb Returns
- 602.12.05. Curb Ramps
- 602.12.06. Sight Distance
- 602.12.07. Pedestrian Access Routes at Intersections and Crossings
- 602.12.08. Bicyclist Considerations at Intersections and Crossings
- 602.12.09. Roundabouts

602.13. Drainage

- 602.13.01. Curb and Gutter
- 602.13.02. Ditches
- 602.13.03. Underdrains

602.14. Stormwater Harvest, Green Infrastructure (GI), Low Impact Development (LID)

602.15. Guardrail

602.16. Sidewalks, Trails, Shared Use Paths, and Pedestrian Access Routes

- 602.16.01. General
- 602.16.02. Sidewalk, Trail, and Shared Use Path Bridges and Steps
- 602.16.03. Sidewalk, Trail, and Shared Use Path Maintenance
- 602.16.04. Sidewalk, Trail, and Shared Use Path Easements

602.17. Bicycle Facilities

- 602.17.01. General
- 602.17.02. Shared Lanes
- 602.17.03. Standard Bicycle Lanes
- 602.17.04. Buffered Bicycle Lanes
- 602.17.05. Physically Separated Bicycle Lanes
- 602.17.06. Contraflow Bicycle Lanes
- 602.17.07. Two-Way Cycle Tracks
- 602.17.08. Pedestrian and Bicyclist Counters/Trail Sensors

602.18. Transit

- 602.18.01. General
- 602.18.02. Transit Stop Placement and Intersection Configuration
- 602.18.03. Transit Lanes
- 602.18.04. Transit Signal Progression

602.19. Micromobility

- 602.19.01. Bikeshare and Dockless Mobility Devices

- 602.19.02. Bicycle Repair Stations
- 602.20. Wayfinding Signage
- 602.21. Traffic Calming
 - 602.22.01. Criteria
 - 602.22.02. Curb Extensions
 - 602.22.03. Chicanes
 - 602.22.04. Chokers
 - 602.22.05. Diverters
 - 602.22.06. Neighborhood Traffic Circle (Mini Roundabout)
 - 602.22.07. Splitter Islands/Pedestrian Refuge Island
 - 602.22.08. Raised Crosswalks
 - 602.22.09. Raised Intersections

602.22. Rural Roadways

- 602.23.01. Unpaved Rural Road Network
- 602.23.02. Rural Roadways Drainage

602.23. Existing Roadways and Retrofit Standards

603.00. PARKING

- 603.01. General
- 603.02. On-Street Parking
- 603.03. Off-Street Parking
- 603.04. Off-Street Stacking Spaces
- 603.05. Off-Street Loading
- 603.06. Adequate Receiving Facilities (ARF)
- 603.07. Accessible Parking
- 603.08. Parking Reductions
- 603.09. Electric Vehicle (EV) Parking
- 603.10. Bicycle Parking and Micromobility
 - 603.10.01. General
 - 603.10.02. Short-Term Bicycle and Micromobility Parking
 - 603.10.03. Long-Term Bicycle and Micromobility Parking
 - 603.10.04. Bicycle Racks
- 603.11. Shared Parking
- 603.12. Layout and Design for Motor Vehicle Fuel Sales and Convenience Stores
- 603.13. Layout and Design of Surface Parking Lots

604.00 LIGHTING AND LANDSCAPING

- 604.01. General
- 604.02. Street Trees
- 604.03. Parking Lot Lighting
- 604.04. Streetlights
- 604.05. Pedestrian Lighting

605.00 SUBMISSION REQUIREMENTS

- 605.01. Plans
- 605.02. Traffic Impact Analysis
- 605.03. Transportation Demand Management

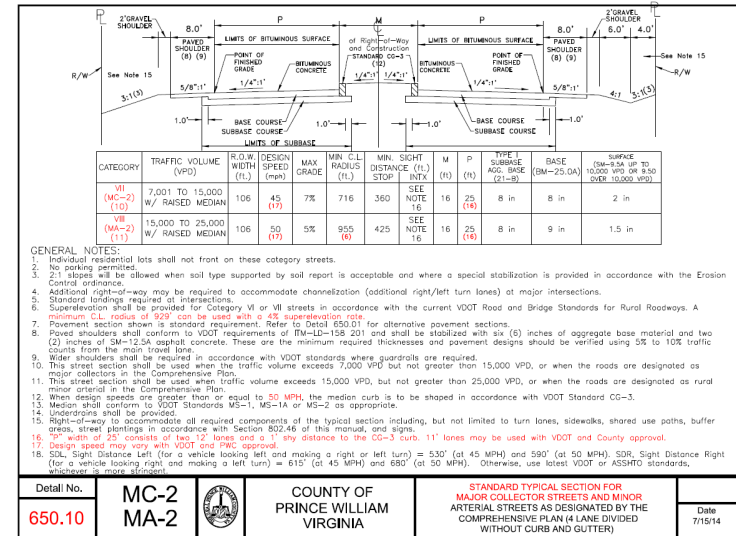
606.00 CONSTRUCTION STANDARDS

607.00 CONSTRUCTION AND INSPECTION

608.00 DETAILS

Roadway Classification

- Functional Classification
 - VDOT Geometric Standards (GS)
 - Collectors
- Design Speed
 - Removed 85th percentile process per MUTCD 11th Edition
 - Aligned with VDOT (equal to posted speed for 45 mph or less)
- Level of Service
 - Reduced to LOS E in accordance with PWC Comprehensive Plan



	Posted Speed / Design Speed All speeds in miles per hour (mph)	
	Posted	Min. Design
Low-Speed Roadways	20	20
	25	25
	30	30
	35	35
	40	40
High-Speed Roadways	45	45
	50	55
	55	60
	60	65
	65	70
	70	75

Planning and Design

- Connectivity
 - Reduce VMT
 - Reduce dependence on arterials for vehicle trips
 - Support multimodal transportation options
 - Increase pedestrian/bicycle connectivity between adjacent developments and roadways
- Cul-de-sac Streets
 - Maximum length of 600'
 - Maximum of 30% of lots within a subdivision
 - Landscaping

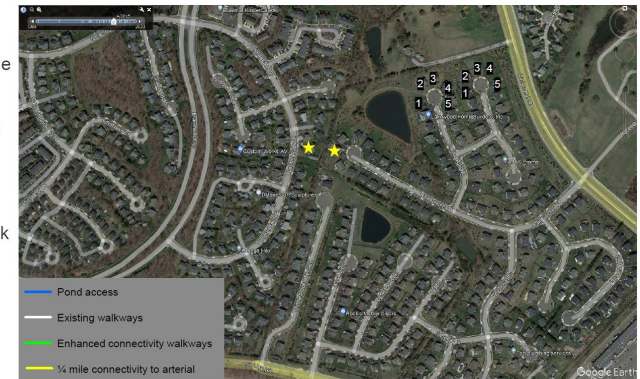
Follow-up Item 1.3: Cul-de-sacs (Connectivity)



- 12933 Torchlight Drive is less than 100' away from the bus stop, but the shortest "accessible" path is over 2,000' long.
- 12933 Torchlight Drive can be seen from the bus stop along Hoadly Road.

Follow-up Item 1.2: Cul-de-sacs (Connectivity)

- A few minor connections would create a more walkable neighborhood with minimal impact on development cost and parcel size.
- Nearly all parcels would be within a 20 minute accessible walk to Cedar Point Elementary School, Alive Church, and Braemar Park.

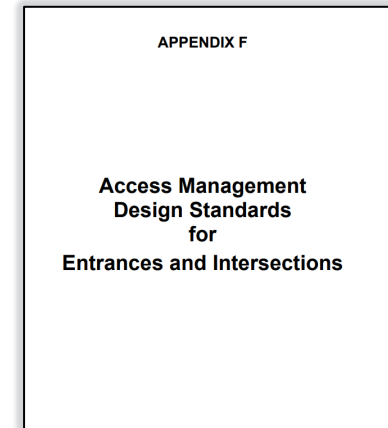


- Guard Rail
 - Updated requirements per VDOT standards
- Sidewalks, Trails, Shared Use Paths, and Pedestrian Access Routes
 - PROWAG compliance (slope, width)
 - Increased connectivity with adjacent developments and roadways
 - Handrail requirements
 - Updated bridge width and material standards



Planning and Design

- Intersections and Crossings
 - Removed Table 6-6 (Crossover Spacing) and aligned with VDOT standards
 - Updated Table 6-7 (Turn Lane Requirements) to align with VDOT standards
 - Specified design vehicles
 - Updated slope requirements per PROWAG
 - Bicycle crossings
 - Updated roundabouts per NCHRP 1043
 - Established roundabout as preferred intersection control



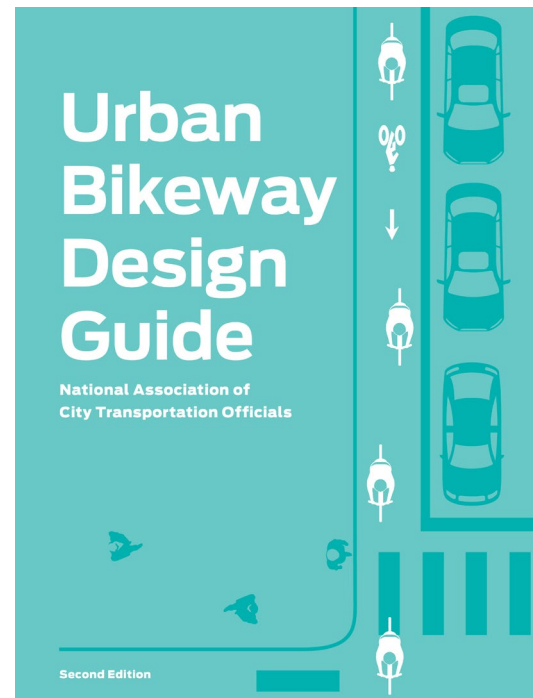
LENGTH OF STORAGE (*)		TAPER - Rural (*)	
Rural - For Design Speeds 50 MPH or Higher	*L - 200' min. (For 240 or fewer vehicles during peak hour, <u>making turn</u>)	- For Design Speeds 35 MPH or Higher	**T - 200' Min.
Rural - For Design Speeds 45 MPH or Less	*L - 100' min. (For 60 or fewer vehicles during peak hour, <u>making turn</u>)	- For Design Speeds 30 MPH or Less	**T - 100' Min. (single) **T - 200' Min. (dual)
*Distance L to be adjusted upward as determined by capacity analysis for Left and Right Turn Storage.		**Tapers are to be straight-line unless local policy requires reverse curves. In congested areas the taper length may be reduced to increase storage length. However, a design waiver shall be required.	
LENGTH OF STORAGE		TAPER - Urban	
Urban - Length determined by capacity analysis for Left and Right Turn Storage (100' Minimum)		- For Design Speeds 50 MPH or Higher	**T - 200' Min.
		- For Design Speeds 45 MPH or Less	**T - 100' Min. (single) **T - 150' Min. (dual)

FIGURE 3-1 RIGHT AND LEFT TURN LANE CRITERIA FOR SINGLE AND DUAL LANES

(*) For instructions on selection of design speed, see [Appendix A1](#).

Planning and Design

- Bicycle Facilities
 - Specific standards and selection guidance for various on-street facilities
- Transit
 - Transit stop placement guidance
 - Transit lanes
 - Transit signal progression
- Micromobility
 - Bikeshare standards
 - Bicycle repair stations

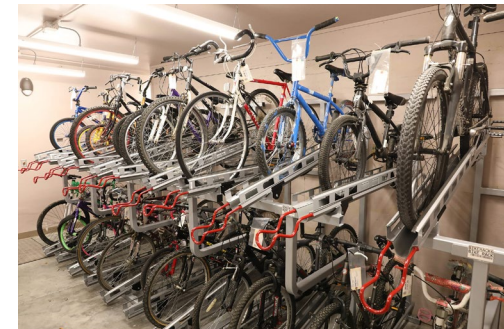


Parking

- On-Street and Accessible On-Street Parking standards
 - PROWAG compliance
- Off-Street Parking
- Bicycle Parking
 - Required for all land uses except single-family detached
 - Long-term and short-term parking for residential land uses
 - Bicycle rack standards
- Adequate Receiving Facilities (ARF)
 - Facilitates short-term parking for delivery and rideshare pickup/dropoff
- Electric Vehicle (EV) Parking standards

Table 6-8 Minimum Off-Street Parking Requirements	
Residential	
Tandem parking permitted based on driveway length or parking stall length for surface and structured parking lots	
Single Family Detached	2 (exclusive of garage)
Single Family Attached*	2.75 (2 spaces per unit, plus 0.75 for every unit toward visitor parking; garage spaces may be counted*)
Single Family Attached w/ 2+ car garage	2.4 for units with a driveway (2 spaces per unit, plus 0.4 for every unit toward visitor parking; garage spaces may be counted*) or; 2.75 for units without a driveway (2 spaces per unit, plus 0.75 for every unit toward visitor parking; garage spaces may be counted*)
Duplex	2 (exclusive of garage)
Mobile Home	2
Multifamily*	
Efficiency/studio	1
One bedroom	1.5
Two or more bedroom units	2.2
Multifamily, high-rise (buildings greater than 50' in height)	1/10 units per building, plus:
Efficiency/studio	1
One bedroom	1.25
Two or more bedroom units	2

*Subject to restrictive covenants prohibiting conversion of garage space to living/storage area



Parking - Tiered Parking Adjustment

- Tiered Parking for Small Area Plan, Activity Center, etc.
 - ~25% reduction for single family attached (SFA)
 - 50% reduction for multifamily
 - 30% reduction for nonresidential (commercial, office, etc.)

Table 6-8b Off-Street Parking Reductions		
Development Area Classification	Use	Reduction
No Classification	All uses	No adjustment factor
Small Area Plan, Local Activity Center, MultiModal Hub, Transit District or Center, or as approved by DOT	Single Family Detached, Duplex, and Mobile Home	No adjustment factor
	Single Family Attached, Single Family Attached with 2+ car garage	2 spaces/ unit, of which 0.3 spaces/ unit towards visitor or shared parking
	Multifamily	50% of base rate
	Nonresidential (i.e. commercial, office)	70% of base rate

Parking - Tiered Parking Adjustment

- TOD Outside of Small Area Plan, Activity Center, etc.
 - Within 1,000' walking distance of passenger rail station or high-capacity transit station
 - 20% reduction for SFA
 - 15% reduction for multifamily
 - 10% reduction for nonresidential
 - Additional 5% reduction if Walk Score is $\geq 70\%$
 - Within 2,000' walking distance of passenger rail station or high-capacity transit station
 - 10% reduction for multifamily
 - 5% reduction for nonresidential
 - Additional 5% reduction if Walk Score is $\geq 70\%$

Development Area Classification		Use	Reduction
No Classification		All uses	No adjustment factor
Small Area Plan, Local Activity Center, MultiModal Hub, Transit District or Center, or as approved by DOT		Single Family Detached, Duplex, and Mobile Home	No adjustment factor
		Single Family Attached, Single Family Attached with 2+ car garage	2 spaces/ unit, of which 0.3 spaces/ unit towards visitor or shared parking
		Multifamily	50% of base rate
		Nonresidential (i.e. commercial, office)	70% of base rate
Transit Oriented Development outside of Small Area Plan, Activity Center, MultiModal Hub, and Transit District or Center	Within 1,000' walking distance of passenger rail station, or high-capacity transit station	Single Family Detached, Duplex, and Mobile Home	No adjustment factor
		Single Family Attached, Single Family Attached with 2+ car garage	2.2 spaces/unit, of which 0.3 spaces/ unit towards visitor or shared parking
		Multifamily	85% of base rate*
		Nonresidential	90% of base rate*
	Within 2,000' walking distance of passenger rail station, or high-capacity transit station	Single Family Detached, Duplex, and Mobile Home	No adjustment factor
		Single Family Attached, Single Family Attached with 2+	No adjustment factor
		Multifamily	90% of base rate*
		Nonresidential	95% of base rate*
Surface Parking Lots within Small Area Plan, Local Activity Center,		All uses	TBD by PWC**

Addition Areas Under Review

- *Design Vehicle/Turn Lanes*
- *Wayfinding Signage*
- *Traffic Calming*
- *Rural Roadways*
- *Existing Roadways and Retrofit Standards*
- *Turn Lanes*
- *Lighting and Landscaping*
- *Submission Requirements*
 - *Plans*
 - *Traffic Impact Analysis / Transportation Demand Management*
- *Construction Standards / Inspection*