216 Va. 6

CLERK
SUPREME COURT OF VIRGINIA
RECEIVED
DEC 30 1974
RICHMOND, VIRGINIA

IN THE

Supreme Court of Virginia

AT RICHMOND

Record No. 740778

COVERSTONE LAND LIMITED PARTNERSHIP,

Appellant,

V.

McKEON CONSTRUCTION COMPANY,

Appellee.

EXHIBITS FOR

BRIEF OF APPELLANT

Barbara J. Fried
FRIED, FRIED & KLEWANS
The Executive Building
Springfield, Virginia 22150
Counsel for Appellant

EXHIBITS
TABLE OF CONTENTS

Page

I. Code of the County of Prince William:

1. Chapter 14, Article I, Section 14-1..... 1

2. Chapter 14, Article I, Section 14-58..... 2

3. Chapter 20, Article XIII, Section 20-101..... 3

4. Chapter 20, Article XIII, Section 20-107..... 4

5. Chapter 20, Article XIII, Sections 20-117 through 20-125..... 5-8

II. Proposed Revision to Adopted Manassas Planning Area Development Plan--Proposed Revisions to Major Thoroughfare Plan in Rte. 234 Corridor, December 15, 1972..... 9-16

III. Memorandum dated January 13, 1972 from Soil Erosion Division, Prince William County, re: Absence of Siltation Plans..... 17

IV. Letter dated March 22, 1972, from James H. Payne, Jr., Assistant Chief, Division of County Development, Prince William County..... 18

V. Staff Report dated March 27, 1972 on Preliminary Development Plan and Special Use Permits including Memorandum dated December 29, 1971 from Zoning Administration, Prince William County re: Revision of Preliminary Site Plan.....19-24

VI. Letters from D. L. Camper, Resident Engineer, Department of Highways, to Chief, Operation Division, Department of Public Works, Prince William County, summarizing discussions of five meetings re: proposed arterial roadway, here called "Bristow Station Road", dated:

1. February 14, 1972..... 25

2. February 22, 1972.....26-29

3. February 23, 1972.....30-32

4. March 3, 1972.....33-34

5. March 8, 1972.....35-36

PUBLIC STREET. The term "public street" shall be taken to mean an existing street or platted street, dedicated for use of the general public in order that every person may have the right to pass and use of at all times for all purposes of travel and transportation or parking to which it is adapted and devoted.

REAR YARD. The term "rear yard" shall be taken to mean the minimum distance by which any building or structure must be separated from the front lot line.

SET BACK. The word "set back" shall be taken to mean the minimum distance by which any building or structure must be separated from the front lot line.

SIDE YARD. The term "side yard" shall be taken to mean an open, unoccupied space on the same lot with a building between the side line of the building, exclusive of steps, and the side line of the lot extending from the front yard line to the rear yard line.

STREET. The word "street" shall be taken to mean a strip of land subject to vehicular and pedestrian traffic and providing direct or indirect means of access to property including, but not limited to road, land, drive, trail, court, place, terrace, alley, avenue, highway, boulevard, or any other thoroughfare.

STREET WIDTH. The term "street width" shall be taken to mean the shortest distance between the lines which delineate the right of way of a street.

SUBDIVIDE. The term "subdivide" shall be taken to mean to divide in fact or by plat any parcel, tract or lot of land into four or more parts or lots at one time or within one year, or into a total of six lots within two successive years, or to divide or otherwise change in fact or by plat the boundaries of any lot, street or easement in any subdivision recorded pursuant to the terms of this chapter or any previously recorded subdivision, for residential or business development whether immediate or future, except, however, the division of land by court order, or between or amongst heirs in settlement, partition or allotment of an estate, or the division of a tract, parcel or lot of land into lots or other division of land each containing an area of five acres or more, unless to so divide into lots or tracts of five acres or more necessitates the dedication of new roads, rights-of-way or public easements in which event this chapter shall apply.

SUBDIVISION. The "subdivision" shall be taken to mean land subdivided, as the word "subdivide" is defined in this section, or in the process of being resubdivided, either or both.

YARD. The word "yard" shall be taken to mean an open space on a lot other than a court, unoccupied and unobstructed from the ground upward, except as otherwise provided herein.

Sec. 14-54. Length of blocks.

Blocks in general shall not be longer than 1200 feet between street intersections.

Sec. 14-55. Reserve strips.

Reserve strips restricting the use of dead-end and boundary streets will not be permitted.

Subdivision III. Subdivision Street Standards.

Sec. 14-56. Compliance with subdivision.

The requirements as to subdivision street standards shall be as provided in this subdivision.

Sec. 14-57. Requirements applicable to all subdivisions—Compliance with sections 14-58 to 14-63.

Street improvements required in subdivisions which include or involve any public street or easement or right of way shall be as provided in sections 14-58 to 14-63. (5-11-67.)

Sec. 14-58. Same — Acceptance by department of highways.

Subdivision streets shall be designed and constructed for acceptance into the secondary highway system of the State department of highways. (5-11-67.)

Sec. 14-59. Same—Conformance to county specifications and standards.

All construction in rights of way and easements dedicated to public use shall conform to current "Construction Specifications and Standards" of the county in conjunction with the current "Road and Bridge Specifications" of the state department of highways. (5-11-67.)

Sec. 14-60. Same—Horizontal and vertical alignment.

The standards for horizontal and vertical alignment of streets and the standards for landing requirements at intersections shall be in accordance with the current "County Construction Specifications and Standards." (5-11-67.)

Sec. 20-101*

Contents of Development Plan:

An application for special use permit for condominiums shall be accompanied by 10 copies of a development plan consisting of a plat of the property which is the subject of the application, showing:

(1) Proposed location of streets, driveways, parking areas and walkways.
(2) Existing topography, extent and nature of tree cover, and location and nature of prominent physical features, such as streams.
(3) Proposed location and design of residential structures.
(4) Proposed development schedule or phasing plan or proposed sequence for construction of the various functional elements contained in the development plan.
(5) Location and area of public, quasi-public and institutional uses, uses as recreational facilities, schools and churches.
(6) Projected number of units.
(7) Manner in which common areas shall be conveyed and maintained.
(8) Other information deemed necessary by the County Director of Planning, or his agent, for proper evaluation of the proposal.

Review and Approval of Development Plan

Upon determination by the Director of Planning, or his agent, that the content of the development plan is complete in accordance with the above requirements, the plan and the application shall be submitted to the appropriate County Departments and Agencies for review and comment. Upon completion of such administrative review, the plan and application shall be submitted to the Board of Supervisors by the Director of Planning, or his agent, together with recommendations as to approval or disapproval of said plan.

The Board of Supervisors shall consider the development plan with a view to achieving a maximum of safety, convenience and amenity for the residents of the development; harmonious relationship of the development to the surrounding area; and provision of adequate public facilities.

Procedure for Site Plans

Approval of the development plan and the application for a special use permit shall constitute authority for the applicant to prepare site plans in accordance with the provisions of Article XIII of this Chapter and in general conformity with the approved development plan. Deviations from the development plan shall be permitted in the site plan when the Director of Public Works, or his agent, determines that such are necessary and will not materially alter the character of the approved development plan. Any changes not authorized by this paragraph shall require resubmission of the development plan in accordance with provisions of this Article. (BOCS Res. #18, 12-30-71)

---

* Sec. 20-101 - Same Bond and Sec. 20-102 Same - Establishment of Additional Requirements Authorized deleted by BOCS Res. #11, 7-1-71.

(19) Two-family dwelling. "Two-family dwelling" means a building designed for or intended to be occupied by not over two families, living independently of each other, including both duplex (one dwelling unit above another) and semidetached (two dwelling units having a common vertical party wall.)

(4-15-65, § 1.)

Sec. 20-106. Construction of references to sanitary sewer systems, etc.

Reference in this article to sanitary sewer systems, water mains, gas, power and telephone lines is intended to apply to main distribution systems and not to individual services on private property. (4-15-65, § 1.)

Sec. 20-107. Development or land use requiring site plan.

A site plan is required and shall be submitted for approval for:

(1) Any use or development in the business division B-1 and the industrial division M-1, M-2; OI-1, & OI-2.
(2) Any land use or development in the town house division R-T, in any residential planned community division RPC, of the residential division RM-1, except single-family and two-family dwellings.
(3) Churches, schools, hospitals and nursing homes.
(4) Any exterior addition or change in any existing residential use or development when changing the residential use or development when changing the residential use to commercial, industrial, or institutional use.
(5) Any land use or development for which a special use permit is required, except single trailers and signs.

(4-14-65, § 2.1.)

Sec. 20-108. Construction, etc., in accordance with site plan.

It shall be unlawful for any person to construct, erect or alter any building or structure, or develop, change or improve land for which a site plan is required, except in accordance with the approved site plan. (4-15-65, § 2.2.)

Sec. 20-109. Site plan prerequisite to issuance of permit.

No building permit shall be issued to construct, erect or alter any building or structure or develop or improve any land that is subject to the provisions of this article until a site plan has been submitted and approved. (4-15-65, § 2.3.)

and approval of the plan. If prepared in more than one sheet, match lines shall clearly indicate where the several sheets join.

(b) The sheet or sheets to be used shall be twenty-four inches by thirty-six inches or any multiple thereof.

(c) Eight clearly legible blue or black line copies of a site plan, prepared in accordance with the requirements of this article, are required to be submitted for approval as provided in this article. (4-15-65, § 3.4.)

DIVISION 3. REVIEW, APPROVAL, ETC.

Sec. 20-117. Submission of site plans.

The required number of copies of the site plans, preliminary or final, shall be filed with the director of public works. The filing of the plan signed by the applicant or his agent shall constitute the application for approval. The plan shall be accompanied by a receipt from the county treasurer evidencing the payment of all site plan fees as prescribed in this article for the examination and approval of site plans. (4-15-65, § 4.1.)

Sec. 20-118. Responsibility of director of public works generally.

The director of public works is responsible for checking the site plans for general completeness and compliance with adopted plans or such administrative requirements as may be established prior to routing copies thereof to reviewing agencies or officials. He shall see that all examination and review of the site plans are completed by the approving authorities.

The director of public works shall recommend approval or disapproval of site plans to the board of supervisors in accordance with reviewing authorities' recommendations. He shall then return two copies of the site plan, together with modifications, noting thereon any changes that will be required, to the applicant not later than forty-five days from the date of submittal, except under abnormal circumstances. (4-15-65, §§ 4-2, 4-3.)

Sec. 20-119. Review, etc., of site plans by approving authorities.

All site plans which are properly submitted as provided in this division shall be reviewed and recommended for approval by:

(1) The zoning administrator, or his agents, relative to:

(a) Compliance with the requirements of this chapter, including setbacks, side yards and rear yards, height of buildings, lot area and lot coverage, fencing and screening.

(b) Location and adequacy of automobile parking as to number of spaces, square footage per space including movement lanes and total area.

(2) The director of public works, or his agents, relative to:

(a) Location and design of vehicular entrances and exits, in relation to streets giving access to the site, and in relation to pedestrian traffic.

(b) Location and design of all parking areas.

(c) Concurrence of the state department of highways for the location and design of the vehicular entrances and exits to and from state-maintained streets and highways.

(d) Adequate provision for traffic circulation and control within the site and providing access to adjoining property.

(e) Adequacy of drainage, water supply, fire protection and sanitary sewer facilities.

(f) Compliance with applicable established design criteria, construction standards and specifications for all required public improvements.

(3) The health director, or his agents, relative to individual sewage disposal systems and sewage disposal facilities serving less than four hundred persons.

(4) The county soil scientist, or his agents, relative to the suitability of soil for the proposed development or use. (4-15-65, § 4.2.)

(5) The County School Board or its agents, relative *

Sec. 20-120. Period of validity of approved site plan.

An approved preliminary site plan shall become null and void if the final site plan is not submitted to the director of public works within six months from the date of approval of the preliminary plan. An approved final site plan shall become null and void if no significant work is done or development is made on the site within twelve months after final site plan approval. Construction or development may begin upon approval of the final site plan by the board of supervisors, payment of site plan fees and acquisition of construction permits. The director of public works may grant a single one-year extension upon written request of the applicant made at least thirty days before the expiration of the approved site plan. (4-15-65, § 4.4.)

*to reviewing the appropriateness of development affecting county schools. (BOCS Res. #23, 1-28-71.)

Sec. 20-121. Minor adjustments of approved site plans; effect of deviations from approved site plan.

After a site plan has been approved by the board of supervisors, minor adjustments of the site plan, which comply with the spirit of this article and other provisions of this chapter with the intent of the approving bodies in their approval of site plans and with the general purpose of the master plan for development of the area, may be approved by the director of public works with concurrence of the reviewing authorities concerned. Deviation from an approved site plan without the written approval of the director of public works shall void the plan and the director of public works shall require the applicant to resubmit a new site plan for consideration. (4-15-65, § 6.1.)

Sec. 20-121.1. Major revision of approved site plan; waiver of requirements of article.

Any major revision of an approved site plan may be made in the same manner as originally approved and any requirement of this article may be waived by the board of supervisors in specific cases where such requirement is found to be unreasonable and where such waiver will not be adverse to the purpose of this article. (8-12-65.)

DIVISION 4. REQUIRED IMPROVEMENTS.

Sec. 20-122. Generally.

In order to assure public safety, general welfare and convenience, the county agencies and officials charged with the responsibility for review and recommendation of approval of site plans shall require such of the following improvements as fall within their respective assignments:

(1) Designation of pedestrian walkways so that persons may walk on the same from store to store or building to building within the site and to adjacent sites.

(2) Construction of vehicular travel lanes or driveways not less than twenty-two feet in width, which will permit vehicular travel on the site and to and from adjacent parking areas and adjacent property.

(3) Connection wherever possible of all walkways, travel lanes and driveways with similar facilities in adjacent developments.

(4) Screening, fences, walls, curb and gutter as are required by

the provisions of this Code and other ordinances of the county or by the regulations of the State department of highways.

(5) Easements or rights of way for all facilities to be publicly maintained; provided, however, that each easement shall be clearly defined for the purpose intended.

(6) Extension or construction of service road and access thereto on site bordering on a state primary highway.

(7) Dedication or reservation of land for streets and service roads and the construction thereon. (4-15-65, § 5.1.)

Sec. 20-123. Construction requirements.

The construction standards for off-site improvements and on-site improvements required by this article shall conform to the design and construction standards of the county. The director of public works, or his agents, shall approve the plans and specifications for all required improvements, and shall inspect the installation of such improvements to assure conformity thereto. (4-15-65, § 5.2.)

Sec. 20-124. Agreement, etc., as to construction.

Prior to approval of the final site plan the applicant shall execute an agreement to construct such required improvements as are located within public rights of way or easements or such as are connected to any public facility and shall file a performance bond with surety acceptable to the county in the amount of the estimated cost of the required improvements as determined by the director of public works. (4-15-65, § 5.3.)

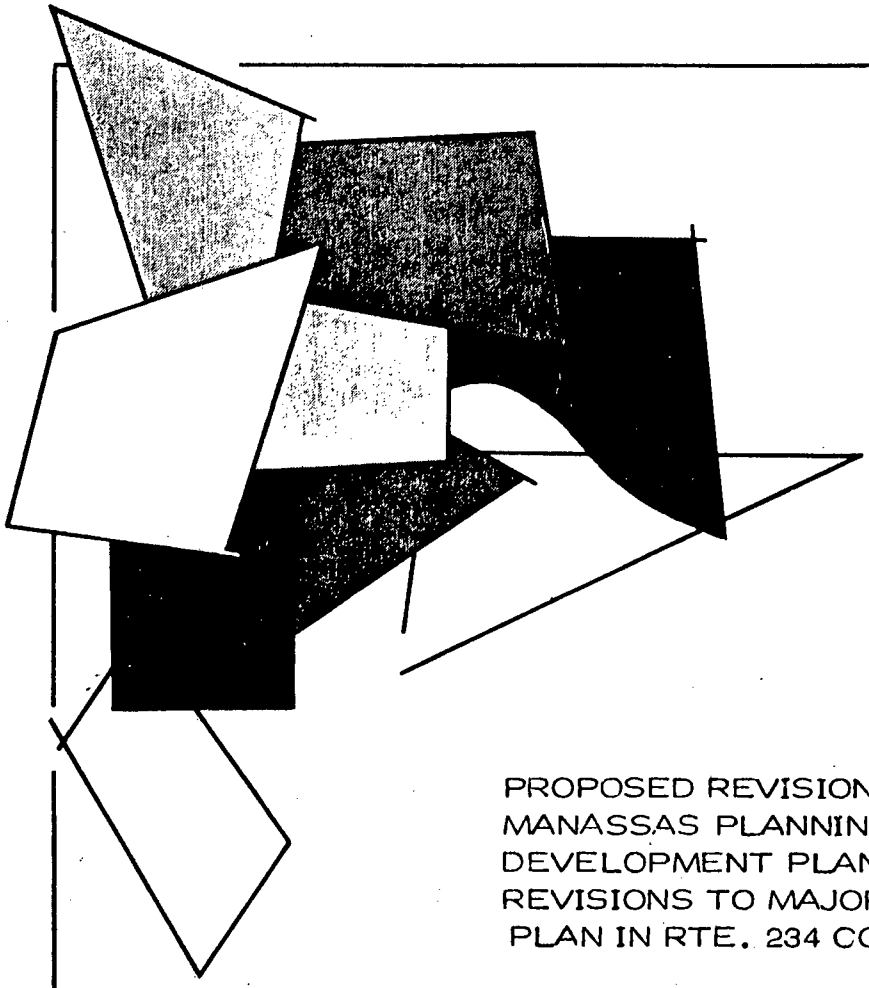
Sec. 20-125. Inspection and supervision during installation; certificate of approval.

Inspections during the installation of the off-site improvements and required on-site improvements shall be made by the agency responsible for such improvements as required to certify compliance with the approved site plan and applicable county standards.

The owner or developer shall notify the director of public works three days prior to the beginning of all street or storm sewer work shown to be constructed on the site plan.

The owner or developer shall provide adequate supervision on the site during the installation of all required improvements and have a responsible superintendent or foreman together with one set of approved plans, profiles and specifications available at the site at all times work is being performed.

Biber Dispo
Cy #1



PROPOSED REVISION TO ADOPTED MANASSAS PLANNING AREA DEVELOPMENT PLAN --- PROPOSED REVISIONS TO MAJOR THOROUGHFARE PLAN IN RTE. 234 CORRIDOR

December 15, 1972

PRINCE WILLIAM COUNTY PLANNING OFFICE

PROPOSED REVISION TO ADOPTED MANASSAS PLANNING AREA DEVELOPMENT PLAN - PROPOSED REVISIONS TO MAJOR THOROUGHFARE PLAN IN RTE. 234 CORRIDOR

BACKGROUND

In 1967, the development plan for the Manassas Planning Area was prepared. The Manassas Planning Area Development Plan was approved on September 5, 1968 by the Prince William County Board of Supervisors. Since that time, the Manassas Planning Area Plan has had five adopted revisions. The adopted revisions to the plan were: (1) Revision of the Manassas Plan in and near the Sudley RPC, adopted on February 12, 1970, (2) Addition of the Industrial Complex, adopted March 19, 1970, (3) Elimination of the Third Beltway, adopted October 7, 1971, and (4) Relocation of the Western Manassas Loop, adopted October 7, 1971. In Resolution No. 1, dated April 28, 1972, the Prince William Board of Supervisors eliminated the interchange of the Western Manassas Loop with Rte. 234 at Sudley Manor Drive. This interchange was part of the adopted Manassas Planning Area Development Plan as amended.

RTE. 234 CORRIDOR

Presently, circumstances within the Manassas Planning Area have dictated the need for a sixth revision to the adopted Manassas Planning Area Development Plan. Specifically, within the Rte. 234 Corridor north of the Town of Manassas, the existing adopted major thoroughfare plan has become inadequate. Therefore, the Planning Department is proposing that the major thoroughfare plan in the 234 Corridor, defined here as that area extending 4,000 feet in both an easterly and westerly direction from the centerline of Rte. 234, and bounded on the north by Interstate 66 and on the south by the corporate limits of the Town of Manassas, be revised to better meet the present and future demands soon to be made on the transportation system in that corridor. The Rte. 234 Corridor described above is approximately 2,919 acres, or 4.5 square miles.

Besides revising the major thoroughfare plan within the Rte. 234 Corrridor, this proposed revision to the adopted Manassas Planning Area Plan also includes revising the land use plan within the Rte. 234 Corridor to bring it into conformance with the existing zoning within this Corridor, and secondly, to revise the land uses within the Rte. 234 Corridor where they conflict with the proposed revisions to the major thoroughfare plan. The Prince William County Planning Office is currently working on a revision to the entire Manassas Planning Area. The revisions being proposed for the Rte. 234 Corridor are in conformance with the current plans and proposals for the Manassas Planning Area Plan revision.

ADOPTED MAJOR THOROUGHFARE PLAN FOR THE RTE. 234 CORRIDOR

The adopted Manassas Planning Area major thoroughfare plan for the Rte. 234 Corridor is shown on the attached map. As now adopted, it shows Rte. 234 as a four-lane divided highway. Adequate representation of where crossovers occur on Rte. 234 is not currently delineated in the adopted Plan. Within the designated Rte. 234 Corridor, the only major road crossing Rte. 234 from a westerly direction on the adopted Manassas Plan is the Western Loop. As presently adopted, the Western Manassa Loop splits before reaching Rte. 234 and feeds into both Sudley Manor Drive and Lomond Drive. Since the Board of Supervisors action of April 28, 1972, eliminating the interchange of the Western Manassas Loop with Sudley Manor Drive, serious questions arise as to how adequately the adopted Manassas Plan provides access to the land west of Rte. 234.

Again, west of Rte. 234, the currently adopted Manassas Plan also shows old Rte. 661 being upgraded to a four-lane divided highway with an 80' right-of-way running between Rte. 234 and Rte. 674. Secondly, west of Rte. 234 the currently adopted plan also shows a four-lane divided highway running almost due west to Rte. 660.

Several roadways are shown on the adopted Manassas Plan running east of Rte. 234. The first is a four-lane divided arterial roughly paralleling Rte. 234 between Lomond Drive and Sudley Manor Drive, and then heading northwest intersecting Rte. 234 approximately 1,400 feet north of Sudley Manor Drive. The only other road shown on the adopted plan east of Rte. 234 is an arm of the proposed Bull Run Parkway. This begins on Rte. 234,

approximately 2,200 feet north of the existing Sudley Manor Drive and runs eastward until it reaches the Bull Run River. As has been pointed out earlier, the adopted thoroughfare plan within the Rte. 234 Corridor is not adequate for the current and future traffic demands within this corridor. It is not working for the following reasons.

REASONS FOR REVISION OF RTE. 234 MAJOR THOROUGHFARE PLAN

First, zoning within the Rte. 234 Corridor has not occurred in conformance with the Adopted Manassas Planning Area Plan. In particular, there has been more commercial and residential zoning in the Rte. 234 Corridor than was adopted in the Manassas Plan. Because of this, the existing zoning within the Rte. 234 Corridor is allowing for much more intense development than earlier sought, thereby making the existing adopted thoroughfare plan obsolete, and unable to handle the increased development.

One good indication that the existing thoroughfare system within the Rte. 234 Corridor is currently reaching design capacity is the current traffic count for the major roadways in the Corridor. Most importantly, Rte. 234 currently has approximately 22,100 ADT (average daily trips), where it had only 1,849 ADT in 1960. Rte. 234 is designed for an ultimate daily capacity of 25,000 to 30,000 ADT. Lomond Drive is currently carrying daily traffic in excess of its design capacity. Furthermore, it is projected by the Virginia Department of Highways that when the Residential Planned Community of Sudley is completed, Sudley Manor Drive could have daily traffic counts of 25,000 V.P.D.

Although presently not built, one integral part of the adopted Manassas Planning Area Thoroughfare Plan is the Rte. 28 Bypass. This road is presently listed in the Virginia Department of Highways 1972-1982 Highway Program. Recently, the Prince William County Public Works Department has called into question the feasibility of building this road along lower Flat Branch, and particularly the feasibility of having it continue into Fairfax County. If this road is not constructed, an integral part of the original Manassas Planning Area Development Plan Thoroughfare Plan will be lost. The current revisions to the Rte. 234 Corridor will help to alleviate the problems created if the Rte. 28 Bypass is not completed as originally adopted.

Lastly, a major problem with the adopted Manassas Area Plan is the fact that the plan was developed prior to the four-laning of Rte. 234. Because of this, the adopted Manassas Plan does not delineate all the crossover locations on Rte. 234. This is causing a number of problems as development occurs along the Rte. 234 Corridor.

PROPOSED MAJOR THOROUGHFARE REVISIONS TO RTE. 234 CORRIDOR

The attached map shows the proposed revision to the Thoroughfare systems for the Rte. 234 Corridor. This system relies primarily on two arterial roadways, each running parallel to Rte. 234. One, named Ashton Avenue, runs to the west of Rte. 234. The second, called the Eastern Service Road, runs to the east of Rte. 234. These two arterial roadways, designed to serve the areas of intense residential and commercial development which they bisect, are also designed to help relieve Rte. 234 of its continually increasing traffic. As shown on the attached map, these two parallel arterial roadways are supplemented by a series of roadways which run in a generally east-west alignment and which connect the two parallel roadways in a conventional grid system. The major roadways proposed for the Rte. 234 Corridor are enumerated in Table 1. As pointed out earlier, although only officially adopting a 4.5 square mile area known as the Rte. 234 Corridor, these revisions are in conformance with current proposals for major thoroughfare planning within the entire Manassas Planning Area.

REVISIONS IN LAND USE

As outlined earlier, the proposed revision includes revising the land use plan within the Rte. 234 Corridor to bring it into conformance with the existing zoning within the Rte. 234 Corridor. In other words, as much development within the Rte. 234 Corridor is reflecting existing zoning rather than the original adopted land use plan, it is reasonable to update the land use plan to reflect the revised thoroughfare plan.

In one small parcel within the Rte. 234 Corridor, current zoning is in conflict with the proposed thoroughfare revision. Specifically, a seven acre tract within the Sudley RPC zoned for high density residential is traversed by the proposed alignment of the East Service Road. In order to maintain the concept of this East Service Road, this revision proposes granting the Sudley RPC high density residential zoning in another section of their RPC. in order to compensate them for the land given up for the East Service Road.

234 CORRIDOR, ADOPTED MANASSAS
NNING AREA DEVELOPMENT PLAN
AMENDED)

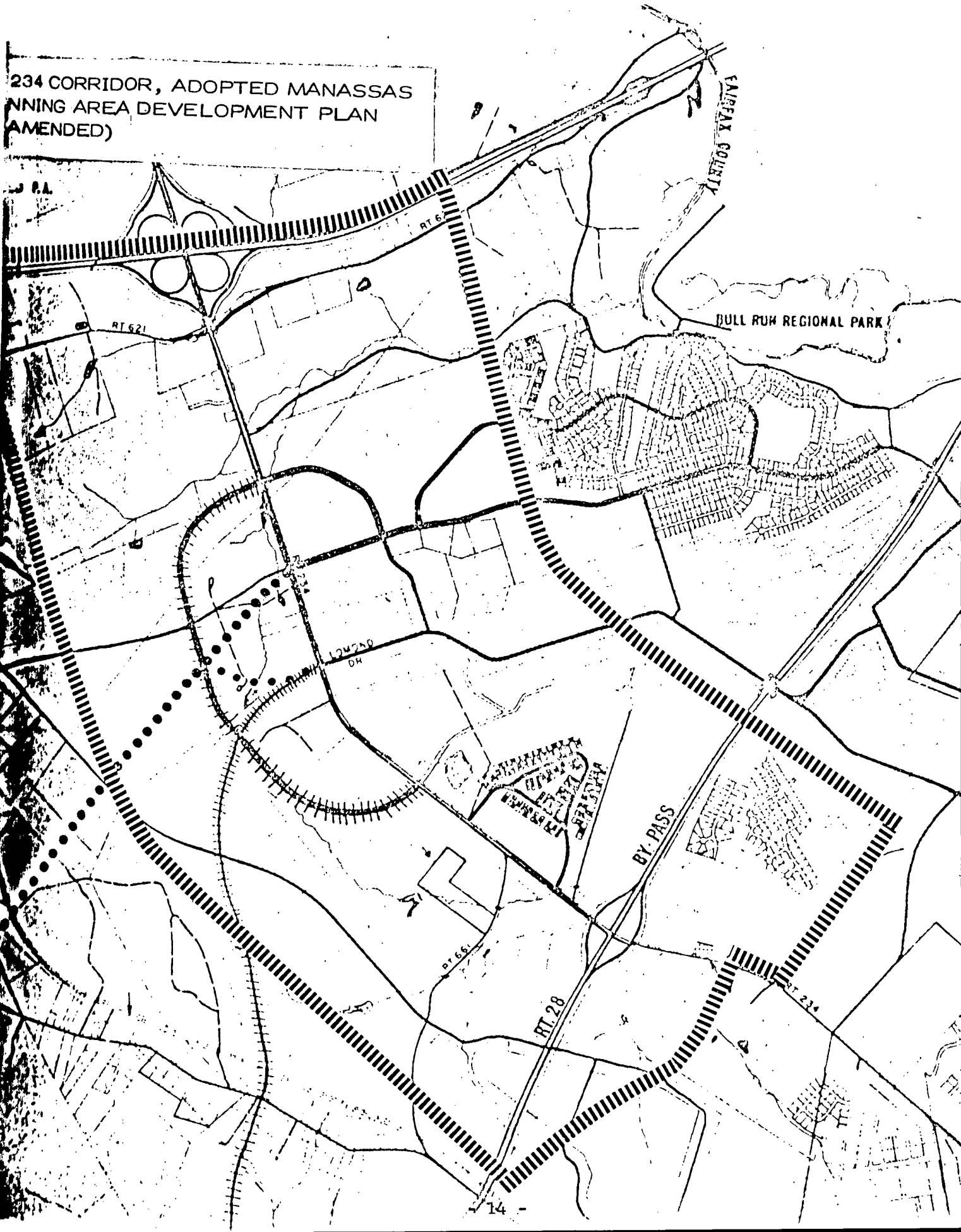
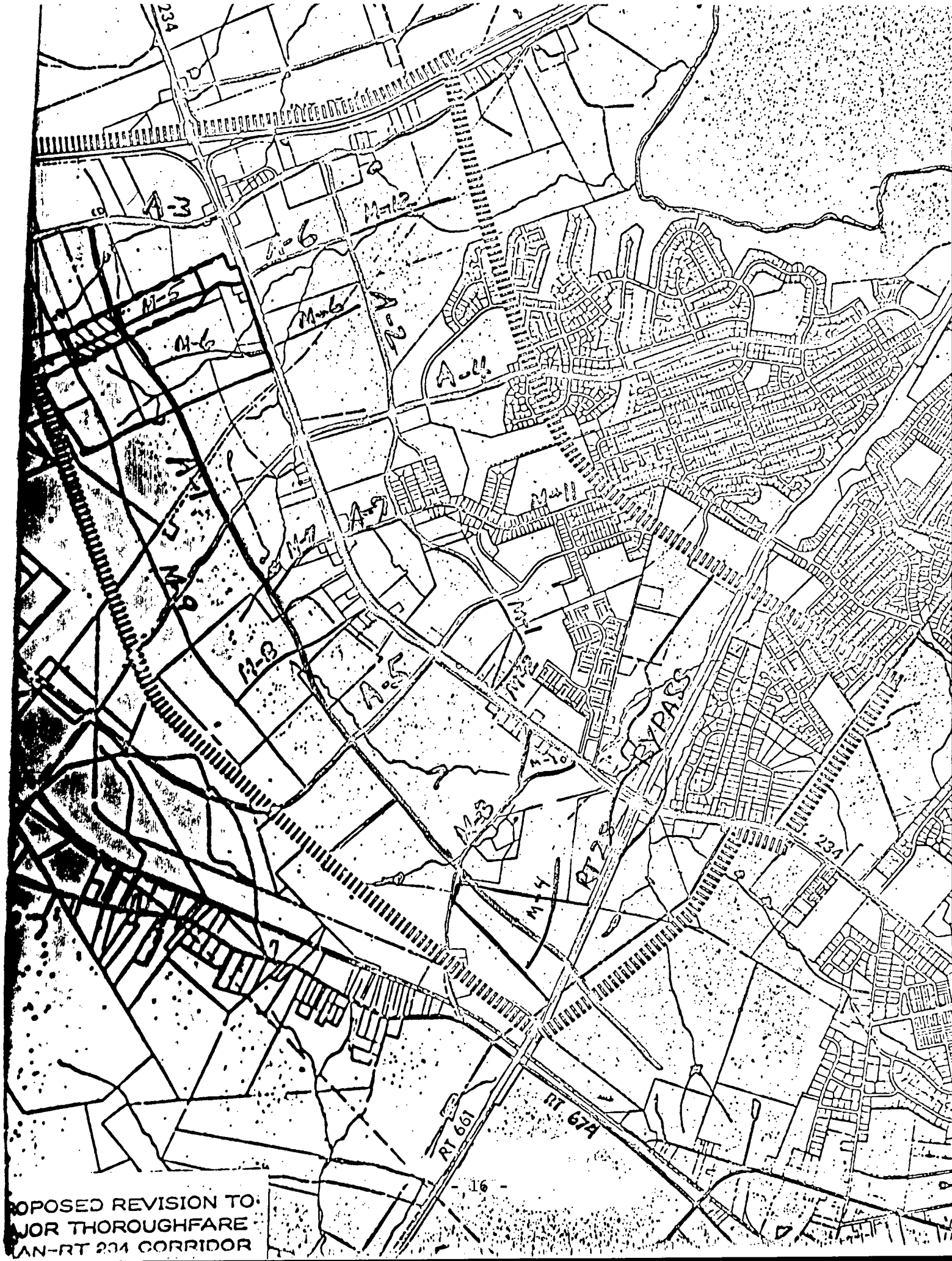


TABLE 1 --- HIGHWAY CLASSIFICATIONS

ITEM	HIGHWAY	LIMITS FROM	LIMITS TO	R-O-W	TRAVEL LANES
A-1	Ashton Avenue	Rte. 621	Manassas Town Limits	110'	
A-2	East Service Road	Rte. 621	Portsmouth Dr. (Rte.1529)	110'-84'	4-Divided
A-3	Rte. 621	All of Rte. 621 within 234 Corridor		110'	4-Divided
A-4	Sudley Manor Drive	All of Sudley Manor Dr. within 234 Corridor		110'	4-Divided
A-5	Portsmouth Road	All of Portsmouth Rd. within 234 Corridor		110'-100'	4-Divided
A-6	Coverstone Drive	Rte. 234	East Service Road	110'	4-Divided
A-7	Lomond Drive	Rte. 234	East Service Road	110'	4-Divided
M-1	East Service Road	Portsmouth Rd.	Irongate Way	64'	4-Undivided
M-2	Irongate Way	East Service Rd.	Rte. 234]	64'	4-Undivided
M-3	Rixlew Road	Rte. 234	Rte. 674	64'	4-Undivided
M-4	Bannerwood Drive	Irongate Way Extended	Ashton Avenue	64'	4-Undivided
M-5	Coverstone Drive	Rte. 234 West		64'	4-Undivided
M-6	Rosemary Drive	Ashton Avenue	Eastern Service Road	64'	4-Undivided
M-7	Lomond Drive	Rte. 234	Ashton Avenue	64'	4-Undivided
M-8	Crestwood Drive	Rte. 234	New Rte. 660	64'	4-Undivided
M-9	New Rte. 660	Rte. 621	Portsmouth Rd.	64'	4-Undivided
M-10	Irongate Way Extended	Rixlew Road	Rte. 234	64'	4-Undivided
M-11	Lomond Drive	Eastern Service Road	Continued	64'	4-Undivided
M-12	Coverstone Drive	Eastern Service	Continued	64'	4-Undivided



POSED REVISION TO
JOR THOROUGHFARE
AN-RT 234 CORRIDOR

COMMONWEALTH OF VIRGINIA

PRINCE WILLIAM COUNTY

9250 LEE AVENUE
MANASSAS, VIRGINIA 22110

13 January 1972

DEPARTMENT OF PUBLIC WORKS
DIVISION OF SOILS
368-9171 EXT. 211

TO: J. H. Payne, Jr.
Subdivision Section

VAP N 56
McKeehn

FROM: R. S. Weber
Soil Analysis Division

RE: Siltation Plans, Subd. #2313, Manassas Quads

The abovementioned subdivision plan has no erosion control plan. An erosion control plan must be submitted and approved by this office prior to final approval.

R. S. Weber

R. S. Weber

/lk

cc: Springfield Associates

COMMONWEALTH OF VIRGINIA

COUNTY OF PRINCE WILLIAM

9258 LEE AVENUE
MANASSAS, VIRGINIA 22110

DEPARTMENT OF PUBLIC WORKS
OPERATIONS DIVISION
368-9171, EXT. 211

VaPW56

22 March 1972

Mr. George Hellwig
Springfield Surveys, Inc.
5700 Hanover Avenue
Springfield, Virginia 22150

RE: Manassas Quads, Preliminary Plan, # 2313

Dear Mr. Hellwig:

It has come to our attention that the subject plan now contains 212 units. Since the original fee was based on 208 units, you should remit payment to us of $20 (Twenty) (4 X $5.00) for the added units. We would appreciate your early attention to this matter.

Very truly yours,

James H. Payne Jr.

James H. Payne, JR., P.E.
Assistant Chief
Division of County Development

ddm

CC: O. W. Yates, Jr.
H. L. Williamson

March 27, 1972

TO: Mr. J. H. Payne, Jr., Public Works Department

FROM: Mr. Henry G. Bibber, Planning Director

RE: Manassas Quads - Coverstone site, Preliminary Development Plan

Referenced plan for quadraplex condominiums has been reviewed by the Planning Department.

The right of way for Coverstone Drive should be 64' not 62' as shown.

Sidewalk orientation for the units along Coverstone Drive should be towards the garage parking spaces and not toward the thoroughfare.

The four garage parking spaces in each quadraplex can only be counted as part of the required parking spaces if the covenants of the association prohibit any other uses of these areas. The driveway parking spaces directly behind the garage spaces cannot be counted as this would be stacked parking greatly limiting the usefulness of the garage spaces.

At 1.5 parking psaces per unit plus 5%; 334 spaces will be required. By our calculations an additional 80 spaces must be added to the 254 spaces shown on the plan. We realize that the Zoning Administrator has the ultimate responsibility for determining how the parking requirements are to be interpreted. The above is meant to be a suggestion on our part.

The private streets ending in cul-de-sacs could accommodate perpendicular parking along the travel lanes. Also the cul-de-sac areas could be expanded into parking areas.

The intersection in the northwest corner with traffic going in three directions should be eliminated. The interior traffic circulation should not warrant the complete circle shown on the plan. The lower half of the circle could end in a parking area.

Some additional parking will be necessary in the southwest quadrant of the plan, where no additional spaces are now shown.

This site will be bounded on the east by a proposed arterial. The recommended setback from an arterial right of way is 50' for all buildings. One building shown is as close as 22 feet.

Some active recreational facilities should be provided in the open space.

Approval of this plan should be deferred until the problem of an elementary school site in this area, is resolved by the School Board.

Street names should be submitted to this office for all interior streets as soon as possible.

The application for a Special Use Permit (#72-54) to permit condominiums has been forwarded to the Board of Supervisors by this Department. A copy of the staff report is attached.

HGB/lca
Attachment
File:

STAFF REPORT

SPECIAL USE PERMITS -- CONDOMINIUMS

SUP 72-53 - Elysian Woods
SUP 72-54 - Manassas Quads
SUP 72-55 - Pinewood Villas
SUP 72-57 - Woodbridge Quads

The attached condominium special use permit requests are the first to be presented under provisions of the County's Condominium Ordinance. Therefore, a discussion of the general condominium concept and procedures in reviewing these proposals appears in order.

The condominium concept involves a departure from conventional forms of land ownership. It provides a means whereby units within a structure are sold individually, with ownership of common areas being vested in an association composed of all homeowners within the project. A condominium is a legal entity subject to the "Horizontal Property Act", Chapter 4.1 of the Code of Virginia, which sets forth the legal requirements for horizontal property regimes (condominium projects). Under provisions of the State Code, a developer may not sell any units within a condominium project (or an occupancy permit issued) until a master deed has been recorded and the project has been inspected and approved by the Virginia Real Estate Commission.

The County's ordinance permits development of condominium units, with a special use permit, in the RT, townhouse district at the density normally permitted for this district (10 units per acre). It also permits condominium projects to be constructed in the RM-1, multi-family, district with a special use permit subject to: (1) maximum lot coverage of 25%; and (2) condominium apartments which fit the definition of townhouses are subject to the same density requirements as specified for townhouses in the RT district.

The designs of condominium projects vary widely and include such concepts as "piggy-backs", "quadraplex", "pentaplex", "mansion houses" and other innovations of recent origin. The special use permit procedure enables the Planning Commission and Board of Supervisors to review the particular type of condominium development proposed and to require any conditions which may be deemed necessary.

The ordinance provides for submission of a development plan with each special use permit application for condominiums. The purpose of this plan is to provide sufficient generalized information for the governing bodies to evaluate the proposed development. It is not intended to duplicate or replace the preliminary site plan but is intended to provide the general over-all framework within which more detailed and specific plans can be prepared. As stated in the ordinance, the development plan should be considered "with a view to achieving a maximum of safety; convenience and amenity for the residents of the development; harmonious relationship of the development to the surrounding area; and provision of adequate public facilities."

SUP 72-54 and
SUP 72-57 Manassas Quads and Woodbridge Quads

Manassas Quads and Woodbridge Quads are essentially the same design, by the same builder, but located on two different parcels: Manassas Quads on the Coverstone Tract off of Route 234, and Woodbridge Quads adjacent to Woodmark, off Route 1. Both of these sites are zoned RM-1. The type of structure proposed is of the "quadaplex" or "fourplex" type. In appearance the building is designed to look like an oversized two-story single-family house with an extra wing in front and back. All four units in each structure have the same area, approximately 850 square feet. The home in front is on the ground level; right behind it are two townhouse units with bedrooms upstairs; the fourth home is over the garage space. Each has a separate entrance and no unit is over another.

One parking space per unit is provided in the garage. The staff understands that the driveway into the garage will provide a second parking space per unit. The garages and driveway into the garages are restricted comm areas under the terms of the condominium provisions. Little or no additional parking is provided on either plan. This is a problem which will have to be resolved prior to site plan approval.

The relationship between the units and thoroughfares are important considerations, especially during site plan review. The developer should be encouraged to orient units away from major roads, and to maintain at least a fifty feet setback from the right-of-way for arterials. It is recommended that this be a condition of special use permits for these two developments. Provision of recreation facilities to meet the requirements of Parks and Recreation is also recommended as a condition.

RECOMMENDATION: Approval with conditions as indicated above.

SUP 72-54 and
SUP 72-57 Manassas Quads and Woodbridge Quads

Manassas Quads and Woodbridge Quads are essentially the same design, by the same builder, but located on two different parcels: Manassas Quads on the Cloverstone Tract off of Route 234, and Woodbridge Quads adjacent to Woodmark, off Route 1. Both of these sites are zoned RM-1. The type of structure proposed is of the "quadaplex" or "fourplex" type. In appearance the building is designed to look like an oversized two-story single-family house with an extra wing in front and back. All four units in each structure have the same area, approximately 850 square feet. The home in front is on the ground level; right behind it are two townhouse units with bedrooms upstairs; the fourth home is over the garage space. Each has a separate entrance and no unit is over another.

One parking space per unit is provided in the garage. The staff understands that the driveway into the garage will provide a second parking space per unit. The garages and driveway into the garages are restricted commo areas under the terms of the condominium provisions. Little or no additional parking is provided on either plan. This is a problem which will have to be resolved prior to site plan approval.

The relationship between the units and thoroughfares are important considerations, especially during site plan review. The developer should be encouraged to orient units away from major roads, and to maintain at least a fifty feet setback from the right-of-way for arterials. It is recommended that this be a condition of special use permits for these two developments. Provision of recreation facilities to meet the requirements of Parks and Recreation is also recommended as a condition.

RECOMMENDATION: Approval with conditions as indicated above.

All 2 bedrooms

Courthouse
9252 Lee Ave.
Manassas, Va.
22110
Phone: 368-9171

Prince William County
MEMORANDUM

Administration Bl
15920 Jeff. Davis H
Woodbridge, Va.
22191
Phone: 221-1101

December 29, 1971

RECEIVED
DEC 30 1971
Planing Department
Prince William County, Va.

TO: Henry G. Bibber, Planning Director

FROM: G. R. Ford, Zoning Administrator

SUBJ: Manassas Quads, Preliminary #2313

1. Subject site plan is referred for your review and forwarding to Public Works Department, Mr. Payne.

2. Pursuant to the zoning aspects of Section 20-119 of the Prince William County Code and the proposed condominiums amendment to that Code:

a. Zoning is confirmed as RM-1.

b. Multi-family structures are permitted uses in RM-1.

c. Lot area coverage factor cannot be determined due to absence of data on the square footage of the structures.

d. A Special Use Permit will be required.

e. Common use walkways are located at less than 10 feet from endwalls in some instances.

f. In the absence of architectural plans, we cannot determine whether the units meet the definition of town-houses or multi-family structures.

g. We would question the "4 parking spaces garage - 4 spaces apron" concept. This results in cars being parked two deep. There is also insufficient space provided on the aprons for the required 18' stall depth in some cases.

h. In our view, the location of the units on the lot should be reviewed from the aspect of breaking up the monotony of the pattern. Staggering the units and rotation on the vertical axis will break up current drab "cut them off by the yard" appearance.

G. R. FORD
Zoning Administrator

GRF:lcp
cc: Public Works Dept., Mr. Payne.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

February 14, 1972

Manassas, Virginia 22110

Mr. H. L. Williamson
Chief, Operations Division
Department of Public Works
9258 Lee Avenue
Manassas, Virginia 22110

Dear Mr. Williamson:

This is to confirm the joint meeting held on February 8, 1972 at the Virginia Department of Highways office between representatives of Prince William County Public Works Department, Prince William County Planning Department and the Virginia Department of Highways. This meeting was attended by H. L. Williamson and J. R. Payne, Jr. of Public Works Department, Mr. H. G. Bibber of Prince William County Planning Department and D. L. Camper and R. D. Harrison of the Virginia Department of Highways. The following items were discussed and I will attempt to list the results as I understood them:

1. Special Use Permit #72-45 - See attached letter

2. Special Use Permit #72-47 - W. C. & E. M. Cox, see attached letter

3. Bristow Station Road - Mr. Hellwig was present and it was agreed this facility should be an arterial roadway on 110 feet of right of way from the intersection of Route 661 to the intersection of the Manassas Western Loop. It will be determined what width to use from the Western Loop westward to Route 621 after planning has completed its study of the Manassas area.

4. Magazine Tract (Route 621) - Mr. Williamson to set up a meeting with the developer's Engineer.

5. V.D.H. presented their proposal of the Dale City R.P.C. Section 9 Overall Plan to the County for their review and approval.

If you have any different conclusions of what was agreed upon at this meeting, I would appreciate you giving me your conclusions.

Yours truly,

D. L. Camper

D. L. Camper
Resident Engineer

RDH:rb

File

COPY

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

February 22, 1972

Manassas, Virginia 22110

Mr. H. L. Williamson
Chief, Operations Division
Department of Public Works
9258 Lee Avenue
Manassas, Virginia 22110

Dear Mr. Williamson:

This is to confirm the joint meeting held at the V.D.H. Residency office on February 15, 1972 between representatives of Prince William County Public Works Department, Prince William County Planning Department and the Virginia Department of Highways. The meeting was attended by Mr. H. L. Williamson, Mr. J. H. Payne, Jr. and Mr. R. P. Fones of Public Works Department, Mr. H. G. Bibber of the Planning Department and Mr. D. L. Camper and Mr. R. D. Harrison of the Virginia Department of Highways. The following items were discussed and I will attempt to list the results as I understand them:

1. Bristow Station Road, from the Manassas Western Loop to the intersection of Route 621 = Mr. Williamson is to set up a meeting with Mr. George Helwig for February 22, 1972 to discuss this proposed arterial.

2. Ramada Inn, access onto Route 621 and sizing of Route 621 = It was agreed that Route 621 should be upgraded to an arterial roadway with the first crossover to be provided 600 ft. from the edge of pavement of Route 234. This would serve a roadway to be used by the motel at this time and we will reserve the sizing of this roadway until we have plans for the entire tract so that we may analyze the traffic analysis.

3. Dale City, Section 9 = The Public Works Department presented us with an overall traffic analysis plan which was signed by Mr. John Walvius of the Hylton organization. We will review this plan and also have our Metropolitan Transportation Division furnish their review before the Highway Department signs said plan as requested by Public Works Department.

4. Vernon Estates = Overall traffic circulation was discussed and V.D.H. will update previous comments for this subdivision.

5. Rezoning Case #72-26, Walters, Chesapeake Apartments Entrance Road Access Problem = See V.D.H. letter to H. G. Bibber, attached.

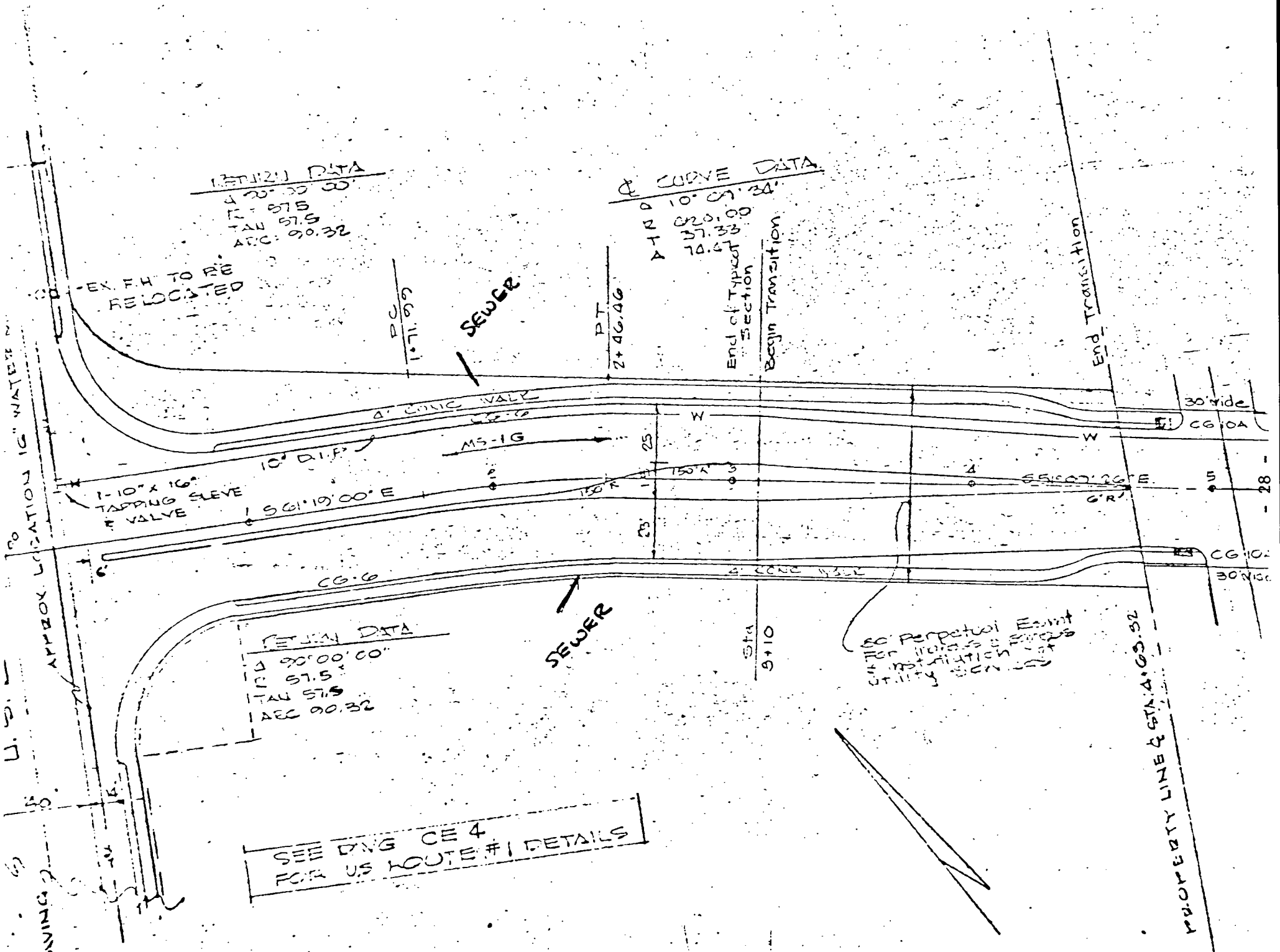
If you have any different conclusions of what was agreed upon at this meeting, I would appreciate you giving me your conclusions.

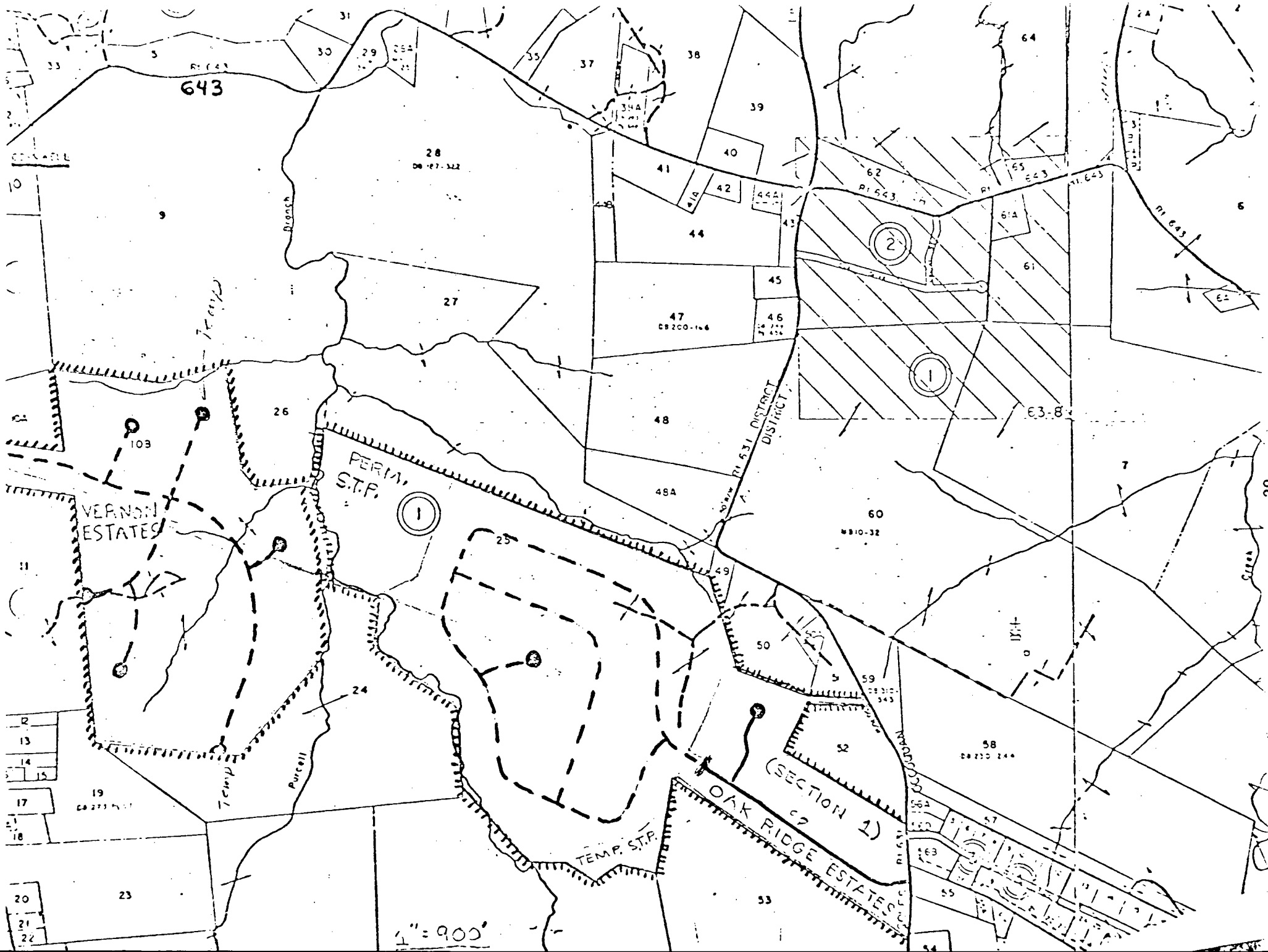
Yours truly,

D. L. Camper
Resident Engineer

RDH:rb

File


CURVE DATA
Δ 10° 07' 34"
D 020.00
T 37.33
L 74.47
End of Typical Section
Begin Transition
End Transition
PC 0+76.76
PT 2+46.46
SEWER
EX. F.H. TO BE RELOCATED
4' CONC. WALK
CG-6
CG-10A
30' wide
W
MS-1G
10" D.I.P.
1-10" x 16" TAPPING SLEVE & VALVE
S 61°19'00" E
150' R
25
23
S 61°00'00" E
6' R
CURVE DATA
Δ 90°00'00"
R 57.5
TAN 57.5
ARC 90.32
Sta 9+10
50' Perpetual Easint for Houses & Fences Installation & Maintenance
SEE DWG CE 4 FOR US ROUTE #1 DETAILS
PROPERTY LINE & STA. 4+63.32
ARMBOX LOCATION 16" WATER
U.S. 1
28


643
VERNON ESTATES
PERM. S.T.P.
TEMP. S.T.P.
OAK RIDGE ESTATES
(SECTION 1)
1" = 900'

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

February 23, 1972

Manassas, Virginia 2211

Mr. H. L. Williamson
Chief, Operations Division
Department of Public Works
9258 Lee Avenue
Manassas, Virginia 22110

RE:

Dear Mr. Williamson:

This is to confirm the joint meeting held at the residency office of the Virginia Department of Highways on February 22, 1972 between representatives of Prince William County Public Works Department and the Virginia Department of Highways. This meeting was attended by Mr. H. L. Williamson, Mr. J. H. Payne, Jr. and Mr. R. P. Fones of Prince William County Public Works Department and Mr. D. L. Camper and Mr. R. D. Harrison of the Virginia Department of Highways. Mr. H. G. Bibber of the Planning Department did not attend. The following items were discussed and I will attempt to list the results as I understood them:

1. Ramada Inn, Entrances onto Route 621 = Mr. Henry Kiser, Mr. Johnson and Mr. Magazine were in attendance representing the developer and they were informed that Route 621 would be upgraded to an arterial roadway and entrances to the motel site would be located 600 ft. from the edge of the pavement of existing Route 234. He would be allowed to develop a commercial entrance at this time with the understanding that the sizing of this roadway would be determined by the future traffic which the remainder of his site generates. It is my understanding that Mr. Magazine indicated that he had no real objections to the location of this proposed roadway as it probably would be to everyone's advantage to plan for this roadway at this time so that it could be used for future expansion.

2. Bristow Station Road, from Manassas Loop to Route 621 = Mr. Helwig represented the developer at this meeting. Mr. Williamson explained the proposal for extending Bristow Station Road from the Manassas Loop to Route 621 as an arterial roadway running through property for which we now have the plans under the name of Manassas Quad. Mr. Helwig was also informed of the upgrading of Route 621 to an arterial roadway. He indicated that he would take this information back to his clients and be back in touch with us at a later date.

3. Barrett Traffic Study = Mr. Williamson presented V.D.H. a copy of the traffic study for the Barrett tract located adjacent to Route 234 and Route 732. We will transmit this information to our Metropolitan Transportation Division for their comments. V.D.H. requested that Mr. Williamson furnish us with two copies of his proposed Manassas A/ plan that is being studied and developed.

If you have any different conclusions of what was agreed upon at this meeting, I would appreciate you giving me your conclusions.

Yours truly,

D. L. Camper

D. L. Camper
Resident Engineer

RDH:rb

File

MEET PLACE VDH

DATE February 22, 1972

TIME 10:00

PERSONS PRESENT:

- [x] D. Camper, VDH
- [x] R. Harrison, VDH
- [ ] H. Bibber, Planning
- [ ] V. Young, Planning
- [x] J. Payne, PWD
- [ ] R. Sproles, PWD
- [x] H. Williamson, PWD
- [ ] M. Kelly, PWD
- [x] R. Fones, PWD

~~[illegible]~~ - Matz - Childs & Assoc.
Harry Kiser - ~~[illegible]~~
Magazine - Thompson
Johnson
George Hellwig -

Items for Discussion:

1. Ramada Inn -- Entrance onto Route 621 - 10:30 A.M.
2. Bristow Station Road from Manassas Loop to Route 621 - Meeting with George Hellwig - 11:00
3. Transmission of plans on Barrett Traffic Study
4.
5.
6.
7.
8.

Results:

1.
2.
3. Rec'd Barrett Tract Traffic Study - We will transmit to Metropolitan Trans. for their comments - Rec Copy of Area plan P.W.C.
4.
5.
6.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

March 3, 1972

Manassas, Virginia 22110

Mr. H. L. Williamson
Chief, Operations Division
Department of Public Works
9258 Lee Avenue
Manassas, Virginia 22110

Dear Mr. Williamson:

This is to confirm the joint meeting at the Virginia Department of Highways Residency office on February 29, 1972 between representatives of Prince William County Public Works Department, Prince William County Planning Department and the Virginia Department of Highways. This meeting was attended by Mr. H. ZL. Williamson and Mr. J. H. Payne, Jr., of the Public Works Department, Mr. H. G. Bibber of the Planning Department and Mr. R. D. Harrison of the Virginia Department of Highways. The following items were discussed and I will attempt to list the results as I understood them:

1. Bristow Station Road through Manassas Quads Development = Mr. Samuel Rose, Mr. Robert Kohlhaas and Mr. George Helwig represented the developer of Manassas Quads. The proposed arterial roadway (Bristow Station Road) was discussed. Mr. Rose indicated that he would be willing to dedicate the right of way needed for this arterial providing certain understandings were reached by the County such as sewer availability and moving the proposed thoroughfare off his property and adjacent to this property with the entire facility being located on adjoining property in such a manner that he may connect into it. There was a difference in opinion between Public Works and the Highway Department. You are aware of what your position was as to accepting the right of way without the construction of this roadway. Mr. Harrison, of the Highway Department, stated that if the construction wasn't performed by this developer we would have no other alternative but to recommend to the Board of Supervisors that any action on plans for this development be deferred until the revision to the Manassas Development Plan, which the Board has requested a study be made by the Planning Department, is completed and officially adopted by the Board of Supervisors. If the study indicates that this arterial roadway is needed and it is made a part of the development plan, we would recommend to the Board that the approval of any plan for properties adjacent to this facility require both the dedication of right of way and the construction of the facility. It is our thinking that any approval for the Manassas Quads contrary to the position we have taken would set a precedent for the remainder of Bristow Station Road. Due to the lack of funds by the Virginia Department of Highways, we will not be in a position to construction Bristow Station Road at the same schedule the high density zoned properties in this area are developed. We feel that in order to provide an adequate transportation network, it is essential that Bristow Station Road be constructed at the same time the development occurs on the adjacent properties. You indicated that you would

discuss this matter further with Mr. Yates and we would be hearing from him at a later date.

2. Pinewood Forest, sight distance = We stated our position on this matter in our letter to Mr. J. H. Payne, Jr., dated March 1, 1972.

3. Quantico Marine Corps Base Traffic Circulation Plan = Mr. Bibber briefly discussed the plan he had in his possession on which he was to comment back to the engineers preparing this for the Marine Corps.

4. Dale City, Section 9, Status = Mr. Harrison explained that the overall traffic analysis plan for Section 9 has been forwarded to the Metropolitan Transportation Division for their concurrence or comments and recommendations and we should be receiving their reply within the next week or ten days.

If you have any different conclusions of what was agreed upon at this meeting, I would appreciate you giving me your conclusions.

Yours truly,

D. L. Camper

D. L. Camper
Resident Engineer

RDH:rb

File

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

March 8, 1972

Mr. H. L. Williamson
Chief, Operations Division
Department of Public Works
9258 Lee Avenue
Manassas, Virginia 22110

Manassas, Virginia 22110

Dear Mr. Williamson:

This is to confirm the joint meeting held at the V.D.H. Residency Office on March 7, 1972 between representatives of Prince William County Public Works Department, Prince William County Planning Department and the Virginia Department of Highways. This meeting was attended by Mr. H. L. Williamson and Mr. J. H. Payne, Jr., of the Public Works Department, Mr. H. G. Bibber of the Planning Department and Mr. D. L. Camper and Mr. R. D. Harrison of the V.D.H. The following items were discussed and I will attempt to list the results as I understood them:

1. Dale City- Reservation Comments = Mr. Bibber furnished his comments to Prince William County Public Works for Section 9 overall traffic analysis plan. V.D.H. will furnish Public Works with their comments in the very near future.

2. Manassas Planning Area = The study of the revised Manassas Planning Area was discussed in general terms.

3. Rezoning Case #72-26, Walters = Mr. Williamson is to request Mr. Walters and his representatives to be at the meeting of March 14, 1972 to discuss this case.

4. Dale City - Urban Park = Mr. Bibber is to request Mr. Vadin to set up a meeting on the site with V.D.H. to discuss disposition of Old Route 640.

5. Country Club Lake RPC Rezoning = Mr. Bibber requested information of a revised rezoning case and V.D.H. comments and recommendations prior to presentation of the request to the Board of Supervisors for their action.

6. Coverstone Site, Manassas Quads = Public Works Department furnished us a copy of the revised preliminary plan for Manassas Quads. We will comment back to Public Works on this matter in the very near future.

file

6. Access to Potomac Hospital from Route 642 = This item was briefly discussed and it was decided it would be put on the agenda for the meeting of March 14, 1972.

If you have any different conclusions of what was agreed upon at this meeting, I would appreciate you giving me your conclusions.

Yours truly,

D. L. Camper

D. L. Camper
Resident Engineer

RDH:rb

File

6. Access to Potomac Hospital from Route 642 = This item was briefly discussed and it was decided it would be put on the agenda for the meeting of March 14, 1972.

If you have any different conclusions of what was agreed upon at this meeting, I would appreciate you giving me your conclusions.

Yours truly,

D. L. Camper

D. L. Camper
Resident Engineer

RDH:rb

File