

M E M O R A N D U M

DATE: July 11, 2000

TO: The Board of Supervisors

FROM: Tamara A. M. Rosario, Senior Planner

SUBJECT: Reduced Street Width Requests - Wellington, Section 1, and Greensprings West, Phase III.

The County received requests from AES Consulting Engineers for the Board of Supervisors' approval of narrower street widths in the following subdivisions: Wellington, Section 1, and Greensprings West, Phase III. These subdivisions are currently under review by the County, and none have received final approval.

Section 24 VAC 30-90-130 of the Virginia Department of Transportation's (VDOT) *Subdivision Street Requirements* (1996) permits reduced residential curb and gutter roadway widths. The Board of Supervisors must specifically request these reductions. In each subdivision, AES is requesting approval of 24-foot wide (face-of-curb to face-of-curb) subdivision streets with on-street parking prohibited. The typical subdivision street width is 28 feet. The streets will be constructed with curb and gutter to conceal ditches and visible storm pipes.

On April 25, 2000, the Board of Supervisors adopted a policy regarding reduced street widths which requires, among other items, a sidewalk and street trees on streets with reduced widths. Because the subdivisions received preliminary approval prior to this date, staff believes that from a fairness and policy standpoint, the subdivisions should fall under the previous guidelines. Applying the new guidelines would require significant amounts of redesign to the construction plans. However, staff believes new sections in these subdivisions should adhere to the new policy.

The previous guidelines for granting reduced street widths focused on three issues. First, fire hydrant spacing is required to be no greater than 500 feet based on the recommendation of the Fire Department. Second, the developer is required to provide no less than three spaces exclusive of garages or similar car shelters in the proximity of the dwelling unit they are intended to serve. In addition, terminology is to be provided on each of the construction plans and record plats which require each lot owner to make provisions for the off-street parking to meet this requirement. Staff has reviewed the proposed subdivision plans for the subdivisions listed above and has confirmed that each proposed lot contains sufficient area to meet the off-street parking requirements. Third, VDOT requires that "No-Parking" signs be erected on both sides of the road. These guidelines are listed as conditions in the attached resolutions.

RECOMMENDATION:

Staff supports the narrower street widths as they reduce the amount of impervious area, increase the amount of area available for open space and landscaping, encourage people to drive more slowly, and improve the safety of both pedestrians and motorists. Therefore, staff recommends approval of the attached resolutions.

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and Greensprings West, Phase III.

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Tamara A. M. Rosario

CONCUR:

O. Marvin Sowers, Jr.

TMR/gb
stwidth2.mem

Attachments:

1. Subdivision Location Maps
2. Resolutions