

## Division 4 | Minimum Design Standards

### Sec. 4.01 Conformance to Plans and Standards Required

Subdivision plats, Site Plans, Minor Site Plans, Mini Site Plans, Site Plan Waivers, Town Capital Improvement Plans, and construction plans shall conform to required specifications as contained within this Article, the Leesburg Zoning Ordinance and the Leesburg Design and Construction Standards Manual, latest edition.

### Sec. 4.02 Streets

- (a) Proposed streets shall be coordinated so as to provide adequate circulation. Street patterns shall discourage through-traffic in the interior of a residential subdivision. Where a street connection is necessary for the appropriate development of adjoining land, the arrangement or extension of streets shall include the extension of the subdivision street to the edge of the subdivision. The street layout shall provide access to all lots and parcels of land within the subdivision. The distance between the centerline of offset street intersections shall meet the requirements of the DCSM, latest edition. Streets shall be laid out so as to intersect as nearly at right angles as possible. T-intersections shall be used wherever possible; four-legged intersections should be used only if streets are non-continuous; multi-legged or “Y” intersections at acute angles and intersections with obstructions should be avoided.
- (b) Streets shall be arranged such that adjacent building sites are at, or above, the grades of the streets, where possible, and shall provide for positive drainage. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided. Grades shall not be less than one-half of one percent, nor more than ten percent unless approved by the Director.
- (c) Where the subdivision or development borders an existing street and additional land is required for realignment or widening of such street, to the width prescribed by the thoroughfare plan, such additional right-of-way shall be dedicated on such plat.
- (d) Streets shall be graded and improved with pavement, street signs, sidewalks, driveway approaches, curbs, gutters, landscaping, water mains, sanitary sewers, fire hydrants and appurtenances, street lights, and other public improvements required by this Article.
- (e) If placed in the street right-of-way, underground utilities shall be required to be placed between the paved roadway and right-of-way line, where possible, to simplify location and repair of the lines. The applicant shall install underground service connections to the property line of each lot before the street is paved. Walks in pedestrian easements shall be improved according to specifications and as shown on the plan. Other easements and rights-of-way shall be cleared, graded and shall have grass cover provided.
- (f) All streets shall be named and names shall be approved by the Commission. Names shall be sufficiently different in sound and in spelling from other street names in the Town so as not to cause confusion. A Street which is a continuation of an existing street shall bear the same name.

- (g) Wherever there exists a public street within or adjacent to the proposed subdivision or development, the street shall be dedicated within the proposed subdivision or development to the width prescribed in the Leesburg Design and Construction Standards Manual, latest edition, and the Leesburg Town Plan. Subdivisions and developments that adjoin or include existing streets shall provide such improvements as are necessary to bring said streets up to the standards specified in this Article within or adjacent to the new subdivision or development.
- (h) Streets serving commercial development and accessory parking areas shall be planned to connect with major or minor arterials so as not to generate traffic on other streets. Through collector routes for industrial subdivisions and developments shall be planned to serve industrial areas exclusively and shall connect with either major or minor arterials so that no industrial traffic will be directed into any other streets. Public alleys shall not generally be allowed in residential areas unless permitted by the Leesburg Zoning Ordinance within certain zoning districts, but may be included in any commercial and industrial areas where needed for loading and unloading or access purposes; and where platted, shall be at least 20 feet in width.
- (i) Streets shall have at minimum the widths of right-of-way specified for the appropriate functional street classification in conformance with the Leesburg Design and Construction Standards Manual, latest edition.
- (j) No dead-end public streets over 600 feet long shall be established; provided however, cul-de-sacs in excess of 600 feet may be granted by the Director, up to a maximum of 1,500 feet if all of the following conditions are met:
  - (1) There is a utility easement from the cul-de-sac to another street to provide a looped water system in accordance with the Leesburg Design and Construction Standards Manual, latest edition or where the system is otherwise looped; and
  - (2) There are fire hydrants installed along the street and at the end of the turnaround; and
  - (3) The total projected traffic on the cul-de-sac will not exceed 500 vehicles per day; and
  - (4) The establishment of a cul-de-sac will not conflict with any future road extensions identified in the Transportation Element of the Leesburg Town Plan, and is not necessary to establish a loop or through road on the site; and
  - (5) The applicant installs signage identifying the street as a dead-end. Cul-de-sac street length shall be measured from the intersection with the nearest public through-street to the turnaround. All cul-de-sacs shall be provided with a turnaround at the end, having a radius at the property line in conformance with the Leesburg Design and Construction Standards manual, latest edition.
- (k) There shall be no private streets created in a subdivision or development which do not meet public street required specifications.
- (l) Whenever a proposed subdivision contains or is adjacent to a through collector route, vehicular access to lots within the subdivision shall be provided by a system of local collector routes and local streets without direct vehicular access from the lots to the through collector route. Variations of this requirement under Section 6.03 of these Subdivision and Land Development Regulations shall be made only after consideration of traffic safety requirements.

### **Sec. 4.03 Blocks**

- (a) The arrangements of blocks shall conform to the street planning criteria set forth in Section 6.02 of these Subdivision and Land Development Regulations.
- (b) Irregularly shaped blocks, such as those intended for cul-se-sacs and loop streets and those containing interior parks or playgrounds, may be approved by the Director of Plan Review if properly designed and located, and the maintenance of the interior public space is covered by legal agreements.
- (c) Blocks should not normally exceed 1,500 ft. unless unusual circumstances justify greater length. Within blocks of over 800 ft. in length, the Director of Plan Review shall require dedication of a ten foot right-of-way or open space parcel, at or near the middle of the block, for a public pedestrian walkway connecting adjacent streets or other public or private areas.
- (d) Blocks should be of sufficient width to permit two tiers of lots, except where an interior street parallels a through collector or a major arterial.

### **Sec. 4.04 Lots**

- (a) Lot dimension shall comply with the minimum requirements of zoning regulations for area and width.
- (b) Side lot lines shall be generally at right angles or radial to street right-of-way lines unless a variation is granted by the Director of Plan Review from this rule to promote a better lot layout. Double frontage lots are permitted only in accordance with the Leesburg Zoning Ordinance and the Design and Construction Standards Manual, latest editions.
- (c) Every residential lot shall abut a public street; except as provided below:
  - (1) **Single Family Detached or Duplex Residential Lots:** The Leesburg Planning Commission may grant approval (if a variation is approved by the Planning Commission in accordance with Section 6.03 of these Subdivision and Land Development Regulations) to allow residential lots to front on a common driveway or parking court. At a minimum, the applicant shall comply with the following for the Planning Commission to consider approval of this type of a Modified Application:
    - ((a)) **Approval Criteria.**

The Planning Commission may approve applications for developments with common driveways provided that all standards in this Section are satisfied and that the Commission determines that the development will provide a greater amount of usable open space area than if a public road section was utilized; and the Applicant will guarantee the perpetual maintenance of the common driveway through appropriate legal instruments.
    - ((b)) **Minimum Lot Size.**

Each single-family detached lot shall be at least 20,000 square feet in area.

((c)) Maximum Dwellings Served.

Each approved common driveway shall serve no more than ten (10) single family lots unless otherwise approved by Town Council.

((d)) Construction Standards.

The design of all common driveways shall conform to the minimum public road design standards stated within the Leesburg Design and Construction Standards Manual, latest edition.

(2) Dwellings Abutting Common Parking Courts. Single-family attached dwelling lots may abut, but not extend into a common parking court provided that:

((a)) Approval Criteria.

The Director of Plan Review may approve applications for common parking courts provided that all standards in this Section are satisfied and that the Director of Plan Review determines that the development will guarantee the perpetual maintenance of the common parking court through appropriate legal instruments; and will provide convenient and adequate parking for all residents and their guests.

((b)) Maximum Lot Size.

No single-family dwelling lot fronting on common parking court shall exceed a maximum of 8,000 square feet in area.

((c)) Minimum Acreage.

A minimum of four acres shall be required for all developments proposing the use of common parking courts. Smaller acreage will be permitted if a variation is approved by the Planning Commission in accordance with Section 6.03 of these Subdivision and Land Development Regulations.

((d)) Maximum Dwellings Served.

Each approved common parking court shall serve no more than a total of 64 single-family attached dwelling lots.

((e)) Construction Standards.

The design of all common parking courts shall conform to the Leesburg Design and Construction Standards Manual, latest edition.

(d) Lots, to be known as pipestem lots, may be approved by the Director of Plan Review which do not meet yard and lot width requirements of the zoning regulations provided the proposed lots will preserve natural features which through standard lot layout would be lost and the proposed lots will reduce vehicular access point to non-local streets. The stem of a pipestem lot is a narrow strip of land connecting the buildable portion of the lot with a street for the purpose of providing vehicular, pedestrian, and utility access. Every pipestem lot shall comply with the following standards:

- (1) The minimum overall area for a subdivision containing pipestem lots shall be four acres.
- (2) No more than five pipestem lots shall abut.
- (3) The maximum distance between the abutting public or private street and the front building line on any pipestem lot shall be 250 lineal feet.
- (4) The stem of any pipestem lot shall be excluded from the computation of lot area in determining compliance with zoning regulations.
- (5) The front, side, and rear building lines for all pipestem lots shall be shown on the final plat.
- (6) The minimum width of the stem of a pipestem lot separated from any other pipestem lot shall be 20 feet. The minimum combined width of adjacent stems of pipestem lots, where a common driveway or accessway is to be provided, shall be 20 feet. The width of adjacent stems of pipestem lots where separate driveways or accessways are to be provided shall be 20 feet.
- (7) The stems of pipestem lots shall be maintained by and be the sole responsibility of the owners of the lots. At the time of recordation of a subdivision plat, the applicant shall simultaneously record deed restrictions or covenants in form and substance satisfactory to the Town Attorney which shall provide for the maintenance and use of the stems.
- (8) No more than two pipestem lots shall be served by a stem.
- (9) Houses on pipestem lots should be sited and oriented so that the house front does not face squarely into a neighboring rear yard. The proposed orientation of houses on pipestem lots and on all lots abutting the stem shall be shown on the preliminary subdivision plat and approved by the Director of Plan Review.
- (10) The following design guidelines shall apply to lots adjoining the stem of pipestem lots:
  - ((a)) Required yards abutting the stem shall have a minimum depth of 20 feet.
  - ((b)) Driveways should be accessed from the common pipestem driveway wherever feasible to reduce the number of curb cuts along the public street.

#### **Sec. 4.05 Easements**

- (a) Easements shall be provided where necessary for sanitary sewer, water mains, gas mains, electric lines, telephone lines, cable television lines, and other necessary services. The location of existing easements of record and easements created in conjunction with plat approval shall be indicated on final subdivision plats, as provided in Section 2.16. Construction drawings for subdivisions and final site plans, minor site plans, mini site plans and site plan waivers shall show existing easements of record and easements being created, and shall also indicate the proposed location of electric, gas, telephone, and cable television easements in order to avoid conflicts with Town utilities, Town rights-of-way, or the placement of street trees.

- (b) When any stream or substantial surface drainage course is located in the area being subdivided or developed, provisions shall be made for an adequate easement along the stream or drainage course for the purpose of widening, deepening, relocating, improving or protecting the stream or drainage course for drainage purposes. Such easements shall be in addition to the required stream width.