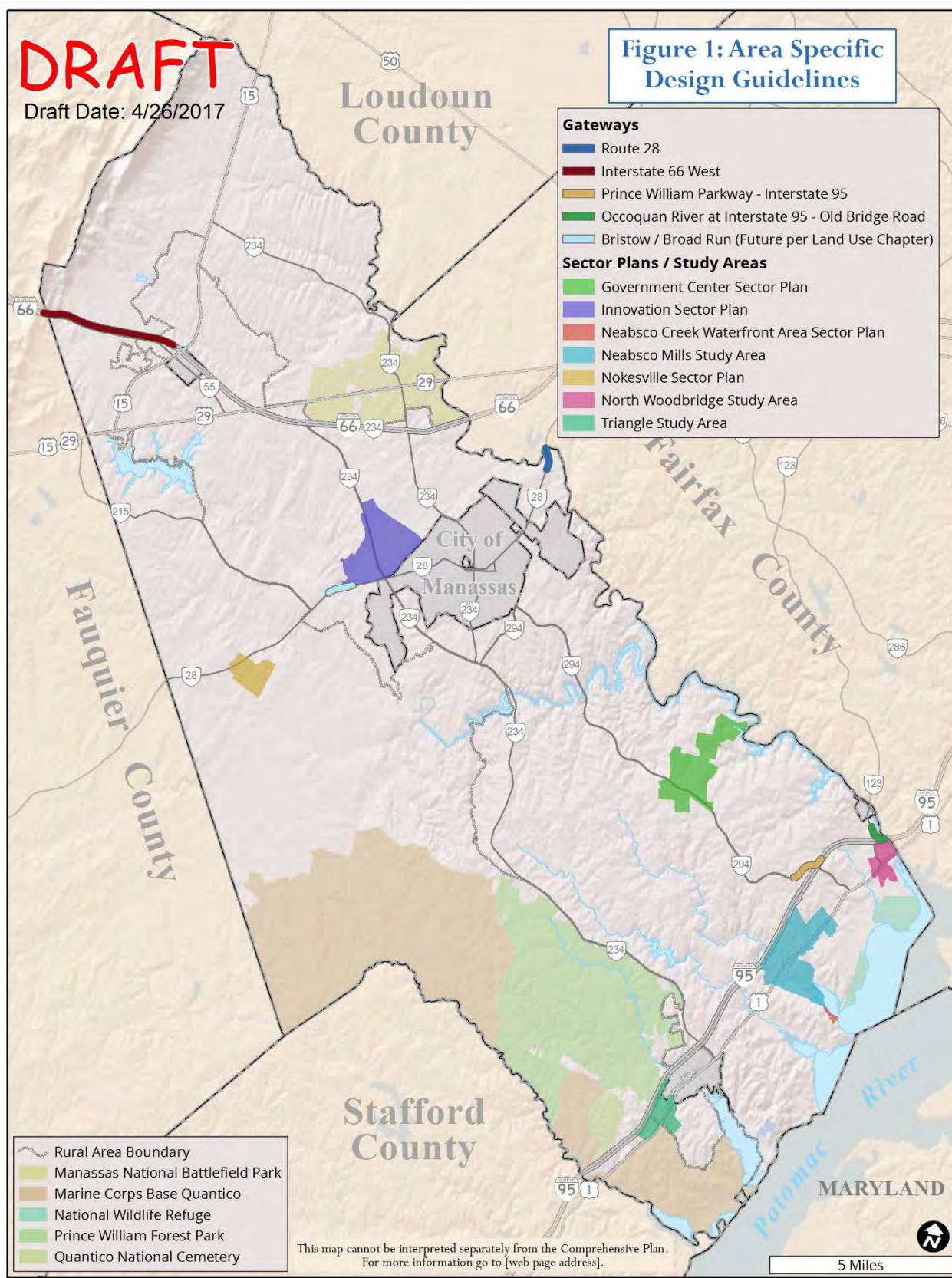




From the Piedmont to the Potomac

Proposed	Comments	Type	New Location
COMMUNITY DESIGN			
Intent			
<p>An attractive, well-designed County will attract quality development, instill civic pride, improve the visual character of the community, and create a strong, positive image for Prince William County within the region and the nation. <i>High-quality architecture and urban design – the result of high standards for architecture and site design – will enhance the character of the County, its important natural land features, and its non-residential <u>and mixed use</u> areas. High-quality architecture and site design standards will also assist the County in its efforts to attract and retain significant, non-retail economic development.</i></p>	<p>Include Mixed Use (Planning)</p>		
<p>The intent of the Community Design Plan is to present illustrative guidelines for the effective and efficient design of new residential, commercial, employment, and mixed-use developments and for the redevelopment of existing areas within the County. The Plan applies to both public and private development projects. It should be used by citizens, developers, and public officials in the decision-making process for applications for rezonings, special use permits, public facility reviews, and Comprehensive Plan amendments, as well as for administrative consideration of site and subdivision plans.</p>			
<p>The Community Design Plan contains the goals of community design, <u>and</u> specific policies, and action strategies that encourage innovation and imagination in building design and site planning, while ensuring that certain universal principles of good community design are upheld. Certain action strategies advocate changes to existing site development ordinances and standards – in an effort to achieve alternative compliance or a new standard and to foster better, more creative, and more sustainable building and site designs. Other action strategies address ways in which the visual quality of County gateways and major travel corridors can be upgraded.</p>	<p>Reflects reorganization of action strategies into the Implementation Plan (Planning)</p>		
<p>The Community Design Plan is supplemented by guidelines that illustrate certain policies and action strategies contained in this chapter and approved by the Board of County Supervisors. The first is the <i>Illustrative Design Guidelines for Office Development</i>. The second is <i>Illustrative Gateway/Corridor Design Guidelines</i>. Both documents outline the general characteristics of the high-quality development the County seeks. <u>In addition, there are multiple planning documents and studies that have area specific design guidelines, as illustrated in the map below.</u></p>	<p>Added to clarify the areas where specific design guidelines exist.</p>		





Map added to clarify areas of the county where specific design guidelines exist.

Proposed	Comments	Type	New Location
As needed, guidelines shall be updated and supplemented with appropriate examples of building and/or site design or other site features that meet the goals and policies of this chapter.			
GOAL: Provide quality development and a quality visual environment throughout Prince William County for residents, businesses, and visitors.			
GOAL: Create livable and attractive communities			
DES-POLICY 1: Encourage site, architectural, signage, and landscape designs that complement the scale and character of existing and planned development in the Development Area and in the Rural Area.			
ACTION STRATEGIES:			
DES 1.1 Require generalized development plans and master zoning plans – submitted with applications for rezonings, special use permits, and, where appropriate, public facility reviews – to include architectural, sign, lighting, and landscape concepts for all developments. In addition, proposed layouts and architectural elevations for all non-residential projects should be provided. Employ the <i>Illustrative Design Guidelines for Office Development</i> and the <i>Illustrative Gateway/Corridor Design Guidelines</i> , provided as supplements to this chapter, as illustrative examples of the high-quality development the County seeks.			
DES 1.2 For those portions of the Development Area that have been targeted for redevelopment/revitalization – or where such activity is occurring – retain some flexibility in applying <u>illustrative design guidelines for office development and illustrative gateway/corridor design guidelines</u> .	Cross reference with Design Guidelines (Planning)		
DES 1.3 Ensure that signs are compatible in design, scale, material, style, and color with other site amenities, with buildings and landscaping, and with both the overall design character of the development in question and any adjacent development.			
DES 1.4 Ensure that signs for individual uses in mixed-use developments are designed and installed consistent with a development-wide sign program.			
DES 1.5 Encourage the development of a hierarchy of appropriately scaled entry and directional signs.			
DES 1.6 Encourage the incorporation of signs into a development’s landscape plans – such as through the use of trees and shrubs to integrate signs into the landscape.			
DES 1.7 Review the old Highway Corridor Overlay District (HCOD) buffers created prior to February 20, 1996 and classified per HCOD length. Add requirements to these regulations for compliance upon development or redevelopment within these HCODs.			
DES 1.8 Periodically review the illustrative design guidelines referenced in this chapter and keep these guidelines and graphics current.			

Proposed	Comments	Type	New Location
DES-POLICY 2: Encourage site, building, and landscape designs that result in the creation of safe and accessible pedestrian circulation and community open space.			
ACTION STRATEGIES:			
DES 2.1 Encourage the provision of public open spaces and facilities in new developments and locate them close to active uses – commercial, community services, employment, and schools.			
DES 2.2 Encourage the provision of pedestrian links between and among commercial properties, community facilities, and nearby residential neighborhoods.			
DES 2.3 Encourage the clear delineation of pedestrian ways in commercial parking lots and other thoroughfares for public use – through the use of landscaping, lighting, signage, contrasting pavement, pavement marking, or other innovative treatments.			
DES 2.4 Encourage the provision of wider-than-required sidewalks in non-residential areas with high levels of pedestrian activity and ensure that buildings along main streets in town centers are oriented with their fronts adjacent to the sidewalk with parking in the rear.			
DES-POLICY 3: Encourage the use of ridesharing, transit, and other mass transportation through the design of comfortable, safe, and conveniently located facilities.			
ACTION STRATEGIES:			
DES 3.1 Encourage, through community design, the orientation of development to ridesharing, transit, bus, or other mass transportation.			
DES 3.2 Develop design standards for new transportation-related facilities that ensure the creation of safe, comfortable, and attractive places.			
DES 3.3 Provide shelters and route information at bus stops and park-and-ride lots.			
DES-POLICY 4: Upgrade the visual quality of County gateways and major travel corridors.			
ACTION STRATEGIES:			
DES 4.1 Encourage private developers and public agencies – such as the Virginia Department of Transportation (VDOT) – to provide landscape treatments and appropriate signage and lighting, to improve the scenic quality of highly visible areas along interstate and regional highways and major County thoroughfares – including along County-designated HCODs – at each of the County’s major gateways, in general accordance with the <i>Illustrative Gateway/Corridor Design Guidelines</i> .			



From the Piedmont to the Potomac

Proposed	Comments	Type	New Location
<p>DES 4.2 Prepare illustrative design guidelines for the I-66 gateway at the east end, entering Prince William County from Fairfax County and add to the <i>Illustrative Gateway/Corridor Design Guidelines</i>.</p>			
<p>DES 4.3 Prepare – in cooperation with Virginia Department of Transportation (VDOT) and the private sector, and with plans submitted with applications for rezonings, special use permits, and public facility reviews – landscape plans to improve the scenic quality of highly visible areas along interstate and regional highways and major County thoroughfares, particularly where there are sound walls or along County-designated HCODs.</p>			
<p>DES 4.4 Use indigenous, drought-tolerant plant species for gateway and roadside landscape improvements.</p>			
<p>DES 4.5 Use wildflowers, meadow plantings, and reforestation at gateways and along major travel corridors.</p>			
<p>DES 4.6 Seek grant funding to support forest preservation and reforestation programs for County-owned properties and land within public rights-of-way.</p>			
<p>DES 4.7 Develop projects that will continue to add six linear street miles into the street tree program annually.</p>			
<p>DES-POLICY 5: Establish a hierarchy of community streets with appropriately designed streetscapes.</p>			
<p>ACTION STRATEGIES:</p>			
<p>DES 5.1 Reinforce the hierarchy of streets, through the use of trees, shrubs, ground covers, lighting, and signage that are scaled appropriately to the street’s width and function; in the case of landscaping through the use of evenly spaced street trees adjacent to the street, landscaped focal points at entrances and at the end of streets, with the most intense landscaping along the entrance roads with less on the secondary roads.</p>			
<p>DES 5.2 Facilitate the location of utility easements within public rights-of-way, and the collocation of utilities within easements, through County coordination with VDOT and local utility companies. Ensure that utility easements and light poles are located so as to not conflict with the landscaping plan or the planting of trees.</p>			
<p>DES-POLICY 6: Incorporate the Community Design Plan into the County’s development application review and approval processes.</p>			
<p>ACTION STRATEGIES:</p>			
<p>DES 6.1 Require development proposed under rezonings, special use permits, Comprehensive Plan amendments, and public facility reviews, when appropriate, to address the principles and standards of the Community Design Guidelines.</p>			
<p>DES-POLICY 7: Encourage the development of well-functioning residential and commercial areas, and the improvement and enhancement of existing residential and commercial areas.</p>			



Proposed	Comments	Type	New Location
ACTION STRATEGIES:			
DES 7.1 Prepare – in conjunction with development proposals and in coordination with the private sector – design guidelines that address landscaping, lighting, street furniture, and signage for the County’s existing commercial areas.			
DES 7.2 Locate, when appropriate, new public buildings and associated public space within mixed-use developments —such as in the 2002 Government Center Sector Plan area, and in the Development Area in general— to encourage economically viable, pedestrian-friendly, mixed-use community centers.	Strikethrough edits clarify and simplify the action strategy. (Planning)		
DES 7.3 Encourage consolidation, undergrounding, or relocation and public or private financing plans to reasonably minimize the negative visual impact of overhead utilities. The plans should include strategies to encourage the participation of property owners.			
DES 7.4 Encourage the consolidation of access points and reconfigure internal circulation drives to improve vehicular and traffic safety, in a manner that does not cause internal congestion. Where and where appropriate, and where such connections will not cause internal congestion, encourage the creation of interparcel connections to permit vehicular movement between adjacent commercial properties.	Strikethrough edits clarify and simplify the action strategy. (Planning)		
DES 7.5 Encourage the provision of shelter for pedestrians, complementary building designs (including pad sites), clearly designated building entries, integrated signage (with complementary materials, lettering, color, and complementary lighting) in the design/re-design of building facades visible from public ways.			
DES 7.6 Encourage the provision of outdoor dining in commercial areas adjacent to eating establishments.			
DES-POLICY 8: Encourage, in appropriate locations, the orientation of new structures towards adjacent rights-of-way, to create well-defined public streets and spaces.			
ACTION STRATEGIES:			
DES 8.1 Encourage the placement of a portion of the required parking in the rear of commercial buildings, with provisions made for convenient and well-defined access from that parking to the building(s) it serves.	Edit per PC work session on 5.3.17		
DES 8.2 Encourage the location of new buildings close to the street, to humanize minimize the scale of new arterial and collector streets.	Clarification (Planning)		
DES 8.3 Discourage the location of large expanses of parking between public streets and building entrances.			
DES 8.4 Encourage structured parking, where appropriate , to minimize the parking footprint.	Strikethrough edits clarify the action strategy. (Planning)		
DES-POLICY 9: Preserve and enhance the unique architectural and landscape qualities of the County’s rural area.			
ACTION STRATEGIES:			






Proposed	Comments	Type	New Location
<p>DES 9.1 Encourage commercial development in the Rural Area to provide design compatibility between new and existing development. When there is more than one building on a site, design new commercial structures as a cluster of small-scale buildings to minimize their mass and to blend them in with existing buildings.</p>	<p>Clarification (Planning)</p>		
<p>DES 9.2 Use appropriate indigenous plant materials and traditional planting patterns in areas visible from public thoroughfares so that new buildings blend into their landscape surroundings.</p>			
<p>DES 9.3 Provide site plans and building designs that protect the existing visual quality and natural resource values that make these areas distinctive.</p>			
<p>DES 9.4 Encourage any new development in the Rural Area to preserve the visual character of the rural landscape by providing appropriate building setbacks, with landscaped/preserved open space occupying the setback area; and preserving important scenic resources—hedgerows, mature trees, farm buildings, walls and fences, and open fields.</p>			
<p>DES-POLICY 10: Encourage site plans and building designs for new development that enhance the settings of the County Registered Historic Sites, as identified in the Cultural Resources Plan.</p>			
<p>ACTION STRATEGIES:</p>			
<p>DES 10.1 Design projects to mitigate the adverse effects of development on the architectural and landscape features of archaeological and historic sites and structures when developing properties or adjacent properties.</p>			
<p>DES 10.2 Encourage the preservation of views to and from historic properties through the protection of farm fields, meadows, and woodlands.</p>			
<p>DES 10.3 Incorporate adaptive reuse of historic structures into new developments, rather than demolition, and provide sufficient land around archaeological and historic sites and structures to preserve the integrity of the site in the historic context.</p>			
<p>DES-POLICY 11: Encourage innovative approaches to stormwater management.</p>			
<p>ACTION STRATEGIES:</p>			
<p>DES 11.1 Encourage the use of natural stormwater management designs, such as wet ponds, as opposed to dry detention ponds. Where appropriate, develop systems that function as extensions of a site’s natural drainage properties.</p>			
<p>DES 11.2 Encourage innovative design and landscaping of dry detention ponds.</p>			












Proposed	Comments	Type	New Location
DES 11.3 Encourage the design and construction of regional stormwater wet ponds, if allowed by federal regulations. Where appropriate, encourage the provision of these regional facilities as extensions of the County’s public/private open space network.			
DES 11.4 Encourage the use of stormwater facilities as architectural features of new development.			
DES 11.5 Encourage minimizing the amount of impervious surfaces in new development through the use of appropriate low maintenance pervious paving, and the removal of paved areas in existing developments, where applicable, to minimize runoff.			
DES-POLICY 12: Fit new development into the natural landforms, particularly the existing woodland areas of the County.			
ACTION STRATEGIES:			
DES 12.1 Recognize existing woodland areas as important features for protecting water quality, contributing to the overall beauty of the County, and promoting ecological diversity. Preserve and protect the natural terrain, drainage, and woodland areas in new development in accordance with EN-Policy 4-5, AS 1 and 2 <u>and associated action strategies</u> of the Environment Plan. Preserve historic and champion trees and other specimen trees in cooperation with the County Arborist.	Clarification (Planning)		
DES 12.2 Encourage the integration of public open space areas with that of neighboring properties, to avoid fragmentation of open spaces and natural areas.			
DES 12.3 Minimize clearing and cut-and-fill operations. Encourage the placement of buildings so as to minimize the need for excessive grading. Avoid disturbance of steep slopes, particularly up-slope of important natural resource areas, such as perennial streams.			
DES 12.4 Align new roads to follow the natural contours of the land. Incorporate into the DCSM road standards that will allow greater preservation of the natural terrain and woodland areas.	Edit per PC work session on 5.3.17		
DES 12.5 Encourage the preservation of existing natural woodland strips of 50 feet in width and greater along collector and higher classification streets to screen views of parking lots and building rears, to maintain a more uniform and continuous streetscape edge along a roadway corridor, and to blend development in with the natural setting of the surrounding areas.			
DES-POLICY 13: Encourage the preparation of plans for the preservation and restoration of landscape resources.			
ACTION STRATEGIES:			
DES 13.1 Encourage re-vegetation that employs appropriate indigenous species and the restoration of natural landscape features, to mitigate the negative impact of development on native plant and animal communities.			




Proposed	Comments	Type	New Location
DES 13.2 Encourage re-establishment of the forest edge – where clearing of forested areas is required – through the installation of appropriate edge and understory species.			
DES 13.3 Encourage eradication or control of exotic nuisance plant species, where appropriate.			
NATURAL VIEWSHEDS POLICIES AND ACTION STRATEGIES			
DES-POLICY 14: Identify significant natural viewsheds in Prince William County.			
ACTION STRATEGIES:			
DES 14.1 Seek funding from federal, state, local, and private organizations in order to secure professional services needed to conduct a Countywide or area-specific viewshed inventory or study.			
DES 14.2 Develop an incentive system for the preservation of viewsheds.			
DES 14.3 Determine whether it is desirable to establish viewshed overlay districts in the County.			

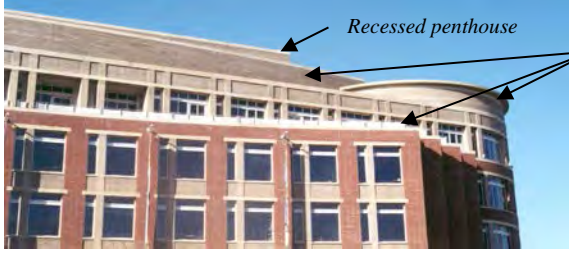

Proposed	Comments	Type	New Location
<p>ILLUSTRATIVE DESIGN GUIDELINES FOR OFFICE DEVELOPMENT</p>			
<p><i>The purpose of this guide is to provide a helpful illustration of the objectives and action strategies contained in the Comprehensive Plan Update concerning the promotion of high-quality office buildings within the County. This guide does not preclude any authority of the Zoning Ordinance, the Design and Constructions Standards Manual or the Uniform Building Code. Should there be any questions, please contact the Planning Department at (703) 792-6830-7615.</i></p>	Phone Number Update (Planning)		
<p>Introduction</p>			
<p>It is especially important – for Prince William County’s economic development goals and in the interests of an attractive built environment – that the County seeks the highest design standards for new office buildings. Some developers may choose to build a traditional design. In other cases, and in appropriate and/or in key locations in the County, an innovative, modern building may be designed. These high-design pieces of architecture (or “signature” buildings) should be of the highest caliber and should demonstrate the true art in architectural design. Examples of signature buildings in the caliber encouraged are provided on the last page of these guidelines. Whether utilizing traditional or more modern architecture, the design of the office building should generally embody the proper use of the five architectural design fundamentals, including: scale, order, balance, rhythm, and proportion.</p>			
<p>In addition, color and light, sun and shadow patterns are often considered in order to better define the design fundamentals. The building architecture is encouraged to incorporate state-of-the-art building technologies with the finest design and support facilities available. In response to an ever-changing market, buildings are encouraged to be highly functional and flexible, to create timeless architecture. Streetscape designs are encouraged to emulate the historic and cultural elements found in nearby communities such as Occoquan and Manassas. Samples of building materials, models of the proposed development, and/or computer simulations of building appearance may be requested so that staff, the applicant, the Planning Commission, and the Board of County Supervisors can work together to achieve high-quality <u>office buildings</u> that will enhance the community.</p>	Clarification (Planning)		
<div style="display: flex; justify-content: space-around;">  </div> <p><i>Examples of the Manassas and Occoquan traditional streetscapes and architecture.</i></p>			
<p>Community Design Objectives</p>			
<ul style="list-style-type: none"> To create high-quality office buildings that enhance the character of the County, its historical landmarks, important natural land features, and residential neighborhoods. 			
<ul style="list-style-type: none"> To utilize high-quality architectural and urban design to create a cohesive and attractive environment for people who live, work, and visit the County. This includes coordinating development between neighboring parcels. 			



Proposed	Comments	Type	New Location
<ul style="list-style-type: none"> To enhance the County’s identity and strong sense of community, allowing the County to become a destination rather than a pass-through suburb. 			
<ul style="list-style-type: none"> To set high standards for architectural and site design by first designing high-quality civic buildings that express both dignity and permanence. These public buildings will then serve to foster high-quality future development, in turn strengthening identity and a sense of place. 			
<div style="display: flex; justify-content: space-around; align-items: center;">  </div> <p><i>Examples of civic buildings that express dignity and permanence.</i></p>			
<ul style="list-style-type: none"> To discourage the standard “cookie-cutter” design, by encouraging customized, place-responsive buildings. 			
<div style="display: flex; justify-content: space-around; align-items: center;">  </div> <p><i>Example of a cookie-cutter office development that is not place responsive.</i> <i>Example of a site-specific office development – Tower element anchors the triangular site.</i></p>			
<p>Building Design</p>			
<p><i>Scale</i></p>			
<p>The perceived scale of a building may be controlled through careful siting and the architectural treatment at the ground level. Scale and visual impact may also be controlled by breaking larger volumes into smaller components through the use of architectural detailing which relates:</p>			
<ul style="list-style-type: none"> <i>The size of building parts to the whole building.</i> 			
<ul style="list-style-type: none"> <i>The size of building parts compared to the human figure.</i> 			
<ul style="list-style-type: none"> <i>The size of the building in relationship to its setting.</i> 			









Proposed	Comments	Type	New Location
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p><i>Example of an office building with no scale relationship to its setting.</i></p> </div> <div style="text-align: center;">  <p><i>Example of buildings with a good scale relationship to the human figure and to each other.</i></p> </div> </div>			
<p>DES - Strategy 1: Buildings are encouraged to have a human scale at the street level.</p>			
<p>DES - Strategy 2: Buildings are encouraged to be articulated vertically as well as horizontally, in order to break up their mass.</p>			
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p><i>Good scale relationships – Entrance portico is used to break down the scale of the building at street level.</i></p> </div> <div style="text-align: center;">  <p><i>Good scale relationships – Notches, offsets, and changes of material are used to reduce the scale of the tower element.</i></p> </div> </div>			
<p>DES - Strategy 3: Buildings are encouraged to utilize simple geometric shapes in plan and in elevation. Buildings are encouraged to be articulated in both plan and vertical elevation, by using offsets to, for example, provide providing recesses or projections of the facade in the form of offsets, notches, openings, balconies, bay windows, etc. or change of material or color of material. The building is encouraged to be articulated through the use of changes in material that create visual character at intervals.</p>		<p>Clarifies the strategy (Planning)</p>	
<p>Visual Order</p>			
<p>Order is the consistency of balance, rhythm, and proportion among architectural components. Order understands the relationships between the parts of a building as well as relationships between buildings in a complex. Traditional Virginia architecture, for example, through the use of distinct symmetries, illustrates hierarchies between central entrances and adjoining wings. In addition, the use of consistent window and door heights can contribute to overall unity of the design.</p>			









Proposed	Comments	Type	New Location
<div style="display: flex; justify-content: space-around;">   </div> <p><i>Good visual order - Use of symmetry and emphasis on the entrance</i></p> <p><i>Good visual order - Use of symmetry and consistent window and door heights</i></p> <p><i>Examples of modern office buildings that utilize and creatively interpret traditional architecture</i></p>			
<p>DES - Strategy 4: The building architecture is encouraged to contain a series of overlain orders. Belt courses, horizontal expressions such as a frieze band, cornice line at the parapet or eave of the roof, water tables, stone or brick ornamentation as well as details at the head and sill of windows are strongly encouraged to achieve these ends.</p>			
<div style="display: flex; justify-content: space-around;">   </div> <p><i>Good visual order - Several overlain layers are used to create an interesting facade</i></p> <p><i>Good visual order - Examples of horizontal expression Lines</i></p>			
<p>DES - Strategy 5: Building entrances and lobbies are encouraged to be given architectural prominence.</p>			
			
<p><i>A cylindrical form is used to signify the entrance and give it architectural prominence</i></p>			
<p>DES - Strategy 6: Building wings and additions are encouraged to have similar forms, roof pitch, and architectural character to the main body of the building.</p>			









Proposed	Comments	Type	New Location
<p>Balance</p>			
<p>Balance is achieved through the use of rhythm, repetition, and symmetry.</p>			
<p>DES - Strategy 7: The building architecture is encouraged to utilize either a central focal point or, in an asymmetrical facade, more localized symmetry of building parts.</p>			
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p><i>Good balance - Example of a symmetrical building and how it emphasizes the central entrance</i></p> </div> <div style="text-align: center;">  <p><i>Good balance - Example of an asymmetrical façade that utilizes localized symmetry of window and ground level entranceways</i></p> </div> </div>			
<p>Rhythm</p>			
<p>Rhythm is a consistent repetition of building forms or architectural components. Orderly repetition of building elements – including windows, doors, and detailing – contribute to the perceived balance and/or order. By the same token, variations in rhythm are encouraged to be provided to develop visual interest and focal points.</p>			
<p>DES - Strategy 8: Buildings are encouraged to incorporate multiple rhythms or cadences (rather than a single repetitive rhythm). These multiple rhythms break down the scale of the building and create an interesting and rich facade.</p>			
<div style="display: flex;">  </div>			
<p><i>Use of consistent rhythm - Window and door patterns create rhythm while the circular corner portico breaks the rhythm creating an interesting focal point</i></p>			
<p>Proportion</p>			
<p>Proportion is the relationship between building elements. This includes window-to-wall ratios (solid-to-void), window width-to-height ratios, and proportions of buildings to distinct environmental features.</p>			
<p>DES - Strategy 9: Buildings are encouraged to reinforce a pedestrian environment with well-defined building elements that create a definitive base, middle section and roof line cornice. This can be done, for example, with three-dimensional elements, such as decorative architectural belt courses and cornices or eaves that project from the building and create interest in the facade. The cornice line is encouraged to be</p>			


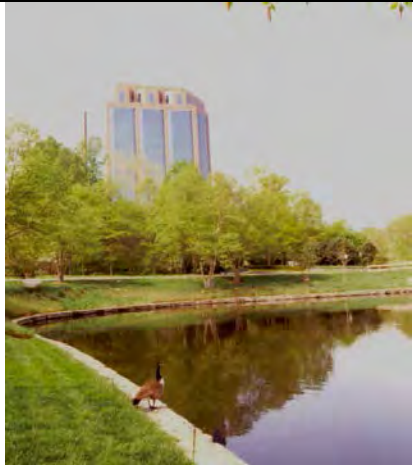
Proposed	Comments	Type	New Location
<p>articulated, to create an interesting skyline and building profile with penthouses or other rooftop equipment integrated into the overall building design and mass. A variety of building heights for a block of development is encouraged, to enhance the skyline.</p>			
 <p><i>Recessed penthouse</i> <i>Variety of building heights</i></p> <p><i>Example of an interesting skyline - Example of an articulated roofline creating an interesting skyline</i></p>			
<p>DES - Strategy 10: Buildings are preferred to be predominantly masonry (brick, stone, cast stone, pre-cast) and predominantly with punched windows. Exterior openings may vary in size and pattern but are encouraged to be of vertical proportion of one horizontal to two vertical (1:2). Window to wall ratio of the front facade is encouraged to be a minimum of 30% and a maximum of 50%. The proportion of glass to wall is encouraged to be balanced to ensure a predominantly masonry, punched opening facade. Recessed exterior openings to simulate traditional load-bearing walls are strongly encouraged, since they provide interesting shadow lines on the facade. By the same token, strip or ribbon windows are strongly discouraged, since they do not provide an interesting pattern of solid and void on the facade nor do they provide interesting shadow patterns. Reflective glass is also strongly discouraged, as is aluminum siding, vinyl siding, glass curtain walls, or concrete masonry unit building walls.</p>			
 <p><i>Top</i> <i>Middle</i> <i>2 Story pedestrian-scale base</i></p> <p><i>Examples of buildings that clearly demonstrate definitive pedestrian-friendly bases, middle sections, and roof line cornices as well as the correct proportion of solid to void</i></p>			
<p>DES - Strategy 11: All sides of a building are encouraged to be architecturally consistent with the front facade. <u>If necessary</u>, blank, windowless walls are encouraged to be articulated in order to reduce the negative appearance.</p>	<p>Clarification (Planning)</p>		

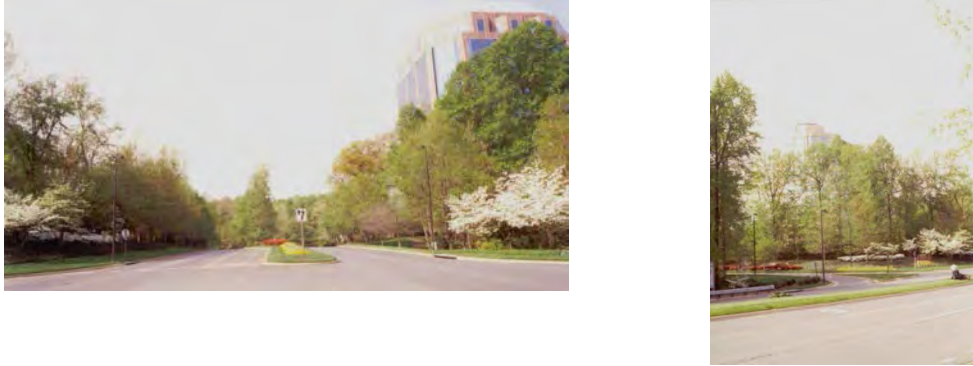
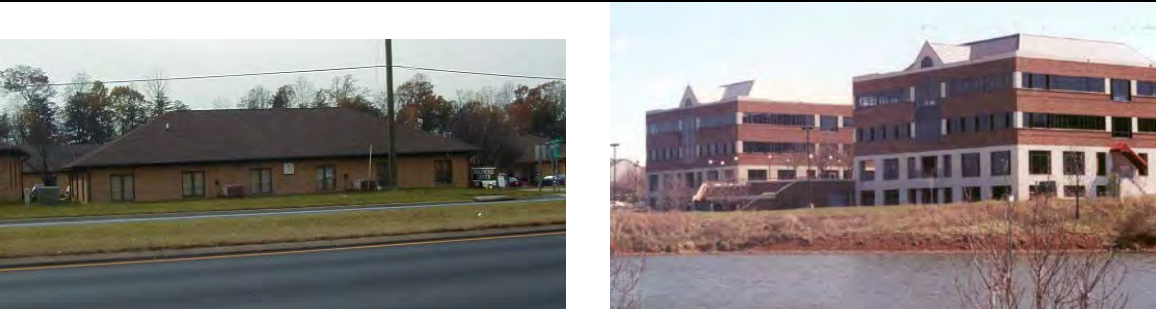

Proposed	Comments	Type	New Location
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p data-bbox="161 608 652 661"><i>A windowless second-story creates improper proportion and an overall negative appearance</i></p> </div> <div style="text-align: center;">  <p data-bbox="770 608 1324 661"><i>Good continuity of building facades - Architectural consistency of all building sides</i></p> </div> </div>			
<p>Color and Light</p>			
<p>Color and light are two of the most important tools for an architect in trying to better define the five fundamental principles of architecture. The proper use of color and light can better define a building’s visual order as well as provide an interesting facade. The improper use of color and light can likewise create a visually and architecturally unappealing building that is a detriment to the natural environment and the community at large.</p>			
<p>DES - Strategy 12: Flashy and/or showy colors such as electric blue, neon green, bright red, hot pink, etc. are discouraged. These colors may be appropriate for trim details or in signage, or if they are proven to be an integral and important part of the company’s logo and the specific buildings architectural design. The color of all proposed materials should be indicated on the plans submitted at the time the applicant is seeking rezoning approval, according to current Community Design Plan guidelines. Buildings within a land bay shall have compatible, coordinated color schemes.</p>			
<p>DES - Strategy 13: Sun and shadow patterns are encouraged to be considered in the design of the façade, as well as in the site design for an entire office development. Shadow patterns should not only be considered on the facade of the building itself, but for the public and private outdoor open spaces created by the building in order to encourage their use.</p>	<p>Punctuation (Planning)</p>		
<p>DES - Strategy 14: Lighting fixtures attached to a building or utilized elsewhere on site are encouraged to be architecturally compatible with the building style, with each other, and with the adjacent public streetscape.</p>			
<p>DES - Strategy 15: Sites are encouraged to provide adequate lighting while minimizing adverse impacts such as glare and overhead sky glow on neighboring properties. Lighting is encouraged to be used to emphasize a significant building feature in order to enhance a building’s nighttime image. To this end, metal halide or color corrected sodium light sources are encouraged, while non-color corrected low pressure sodium and mercury lights are discouraged.</p>	<p>Clarifies the strategy (Planning)</p>		
<p>Additional Examples of Low-Rise Office Buildings</p>			


Proposed		Comments	<u>Type</u>	<u>New Location</u>
				
				
				
				

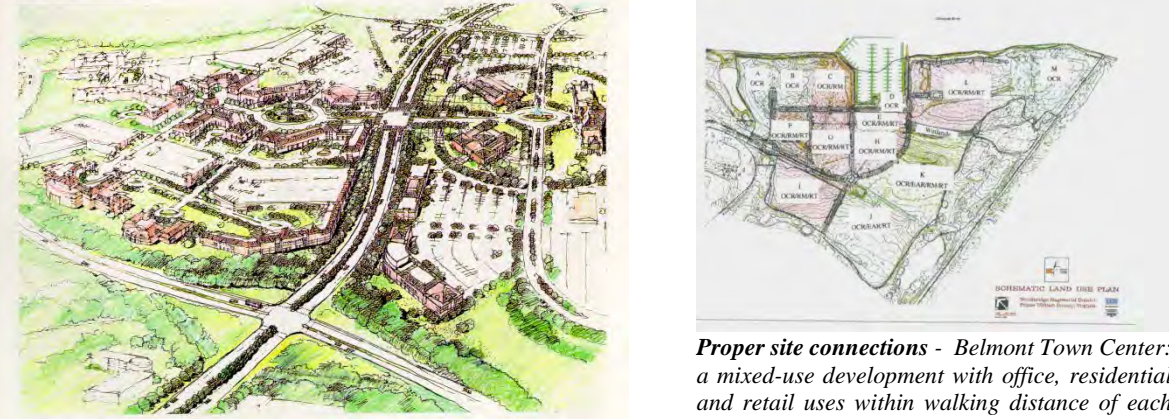

Proposed		Comments	Type	New Location
				
				
				
				



Proposed		Comments	Type	New Location
				
				
				
				

Proposed	Comments	Type	New Location
Site Design			
As important as the five architectural principles are to the design of the building itself, site design is equally important to the overall image of the office development. When designing a site, the following principles should be considered:			
1. Fitting the building into the site context.			
2. Quality of the public space.			
3. Connections to people and their daily needs.			
4. Places to walk.			
5. Enhancing and protecting the natural environment.			
<i>Fitting the building into the site context</i>			
The site should be designed so that the building responds to its surrounding environment. The site context is defined by existing buildings; road networks; natural land features including grades and slopes, trees, and other significant landscape materials; and water bodies (natural and man-made).			
SITE - Strategy 1: Each building is encouraged to be compatible with and enhance the design of adjacent buildings and all other development in the immediate area, so long as the predominant design or design “theme” in the area is one that the County or community wishes to retain, amplify, or encourage.			
SITE - Strategy 2: Building and site design are encouraged to fit into the existing context. An office building adjacent to the Rural Area should be designed differently from an office building in the Development Area. Additionally, office buildings adjacent to less dense residential areas should be designed to compliment complement the scale and character of the existing development while office buildings next to more “urban” residential areas should be designed to compliment complement the density and character of “urban” development. Site landscaping should utilize indigenous local plant materials. Building materials, roof forms, and scale are encouraged to “take cues” from existing local and/or historical buildings. Buildings should be sited so as to work with the natural slope of the land, not against it, in order to avoid excessive amount of land disturbance leading to destruction of other important land features, including mature trees.	Spelling correction (Planning)		
<div style="display: flex; justify-content: space-around;">   </div> <p>Office development that is responsive to the existing site features and the character of the surrounding development by utilizing parking decks instead of large amounts of surface parking in order to preserve existing mature trees and water features.</p>			
<i>Quality of the public space</i>			

Proposed	Comments	Type	New Location
<p>Whether the public space is created within the building or on the exterior of the building, these spaces are what will contribute most to the overall image of the development since these are the ones that the public sees and uses. The public associates these spaces with the overall quality of the development.</p>			
<p>SITE - Strategy 3: Create a quality streetscape with enhanced paving, street furniture, landscaping, and lighting that establishes a distinct yet consistent character.</p>			
	<p>Replace with better quality photos (Planning).</p>		
<p><i>Examples of a quality streetscape with enhanced landscaping and paving that help to create a distinct and consistent character</i></p>			
<p>SITE - Strategy 4: Buildings are encouraged to be oriented to the street, not to an interior parking area. The building should be the focus of the site design, not the automobile. Primary entrances are encouraged to face the street with secondary entrances occurring from parking areas on the side or to the rear of the building. Buildings with primary entrances from an interior news <u>access point</u> are strongly discouraged.</p>	<p>Clarifies the strategy.</p>		
 <p><i>Improper orientation – Buildings should not orient a secondary façade with mechanical equipment facing the primary street</i></p> <p><i>Proper orientation – Building oriented to the primary street with parking located in the rear and underground</i></p>			
<p>SITE - Strategy 5: Open space – in the form of plazas, parks, courtyards, trails, etc. – are encouraged to be incorporated into each site, in order to provide not only recreational amenities but visual relief at the street level. Where possible, these ground level open spaces should complete linkages between the existing community and any existing or planned regional park system and/or within an overall office/mixed-use project.</p>			
 <p><i>Plazas and courtyards between office buildings provide needed public amenities and enhance the overall public perception of the development</i></p>			

Proposed	Comments	Type	New Location
<p>SITE - Strategy 6: On-site parking should be screened from the street. In cases where parking garages are used, garage entrances should be from a secondary roadway. Parking garages are encouraged to be faced with the same quality material and the same design character as the primary building facade.</p>			
<p>SITE - Strategy 7: The number of building and site signs is encouraged to should be restricted to avoid clutter. Detached signs and billboards that are typical of highway corridors are strongly discouraged. Streetscapes that become overloaded with signs have a cumulative negative effect on the image of the community as a whole.</p>	Clarification (Planning)		
<p>SITE - Strategy 8: Mechanical or HVAC units, trash cans, dumpsters, or any other freestanding building appurtenances should not be visible from the street.</p>			
<p>SITE - Strategy 9: Extensive landscaping should be provided in accordance with a landscape plan prepared by a licensed professional in the field of landscape architecture. All areas of a site not occupied by buildings, parking lots, or other built improvements are encouraged to be intensively planted with trees, shrubs, groundcover, and grasses. Plant suitability, maintenance, and compatibility with the site and construction features are critical factors that should be considered. Plantings are encouraged to be designed with repetition, structured patterns, and complimentary complementary textures and colors and should reinforce the overall character of the community. All dead or dying trees, standing or fallen, should be removed from the site. By the same token, maximum effort should be made to save fine or mature specimens. because of size or relative rarity.</p>	Clarification (Planning)		
<p><i>Connections to people and their daily needs</i></p>			
<p>Buildings must function well. This includes how a building is sited, its access, and how it relates to the uses of neighboring buildings.</p>			
<p>SITE - Strategy 10: Encourage the extension of street grids into office developments located in office parks or in town centers, in order to create an interconnected network of streets that not only breaks down the scale of development on large parcels but also serves to diffuse traffic at peak hours.</p>			
<p>SITE - Strategy 11: Interparcel connectors should be provided to help alleviate traffic on major roadways and in conjunction with fire and rescue service objectives. Pedestrian and vehicular connections that should link office uses with residential, retail, and recreational uses. are encouraged to be provided.</p>	Clarification (Planning)		
	Update photos (Planning).		

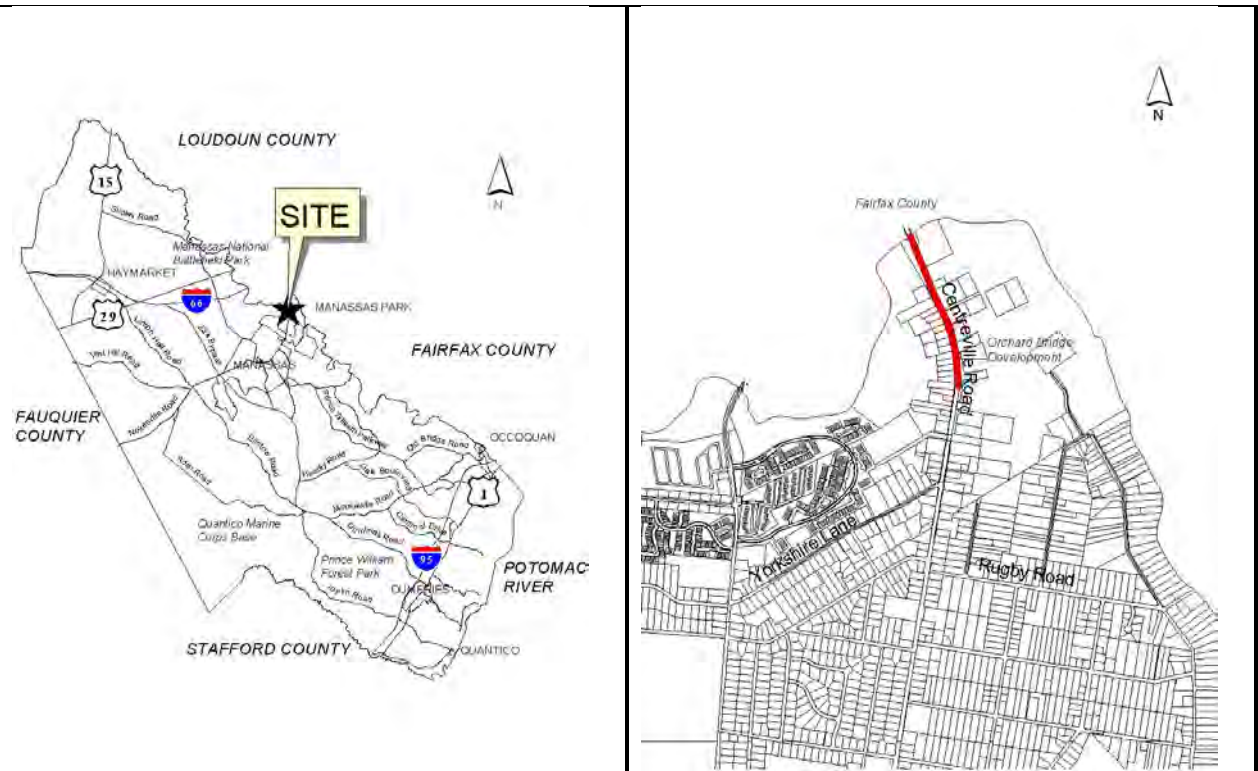
Proposed	Comments	Type	New Location
 <p><i>Proper site connections - An interconnected network of streets and sidewalks connects office, retail and residential uses</i></p> <p><i>Proper site connections - Belmont Town Center: a mixed-use development with office, residential and retail uses within walking distance of each other</i></p>			
<p>SITE - Strategy 12: Building and site signage shall follow the regulations of the Zoning Ordinance. Office buildings in more urban areas should consider the location and size of signage in relation to a pedestrian instead of large-scale suburban-style signage that is oriented to the automobile. Neon and backlit signage should not be used, except in areas where such signage may be otherwise deemed appropriate.</p>			
<p>Places to walk</p>			
<p>Designated places to walk are important not only for safety and health reasons but also for the enjoyment of the outdoor environment.</p>			
<p>SITE - Strategy 13: Buildings are encouraged, to foster street vitality by maximizing activity along the street and by creating many openings onto the street.</p>			
 <p><i>Mashpee Commons Before: Retail strip mall with retail and professional office; illustrates the domination of the automobile</i></p> <p><i>Mashpee Commons after Redevelopment: A mixed use town center that is pedestrian-friendly</i></p>			
<p>Enhancing and Protecting the Natural Environment</p>			
<p>The siting of buildings should avoid excessive amounts of cut and fill as well as clearing of mature trees, wetlands, or other dominant natural land features. A building should fit into the existing landscape, not destroy it.</p>			
<p>SITE - Strategy 14: Excessive amounts of cut and fill and clearing should be avoided, in order to preserve the natural character of the land.</p>			
<p>Signature Building Guidelines</p>			



Proposed	Comments	Type	New Location
<p>There are some locations in the County, such as INNOVATION <u>Innovation Park</u>, that may provide the opportunity for a more stylistic approach to building design. These designs are referred to as “signature architecture,” since often they are designed by the best architects of our day and as such carry with them the personal expression of the designer. These signature buildings are also commonly known as “high-design,” since they are recognized in the field as the highest and best designs that today’s architects are creating. Like a painting done by one of the masters, the high-design building must communicate an artistic expression; however, unlike a two dimensional painting, the challenge to the architect is to translate this artistic expression into a three-dimensional architectural form. On occasion signature architecture is specifically inspired by the building’s use, as in the case of Dulles Airport Terminal <u>and its relationship to flight</u> (shown below). It is important to note that although signature buildings do not overtly display a traditional architectural style, high-design buildings still embody the five fundamental elements of architecture. Signature buildings are seen to provide unique interpretations and approaches to scale, rhythm, order, balance, and proportion, as well as color and light. The high-design building – in addition to the architectural fundamentals – utilizes state-of-the-art technological arsenals <u>design</u> that promotes unique structural design and building forms, materials, lighting, and glazing patterns.</p>	<p>Clarification (Planning)</p>		
			
			

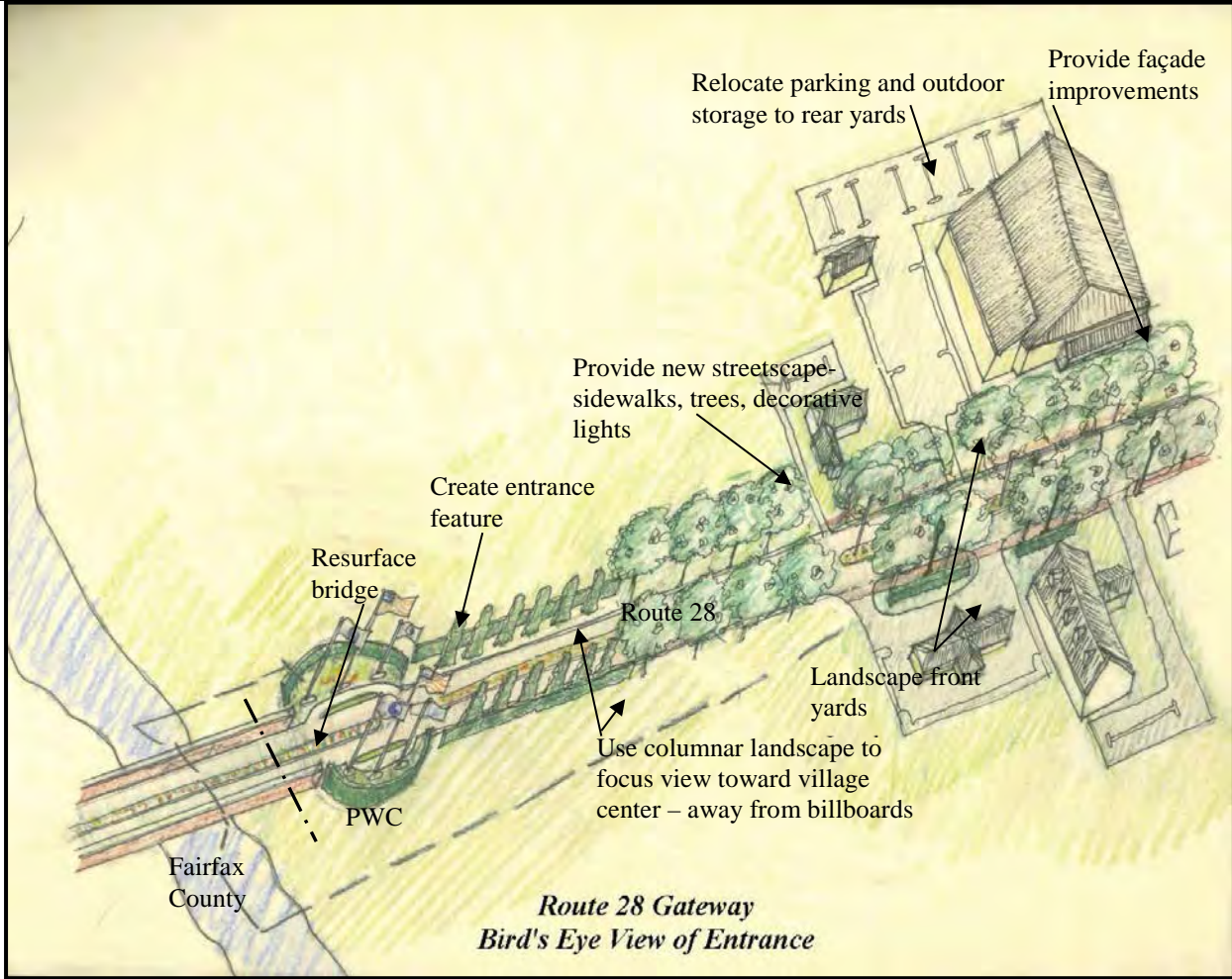
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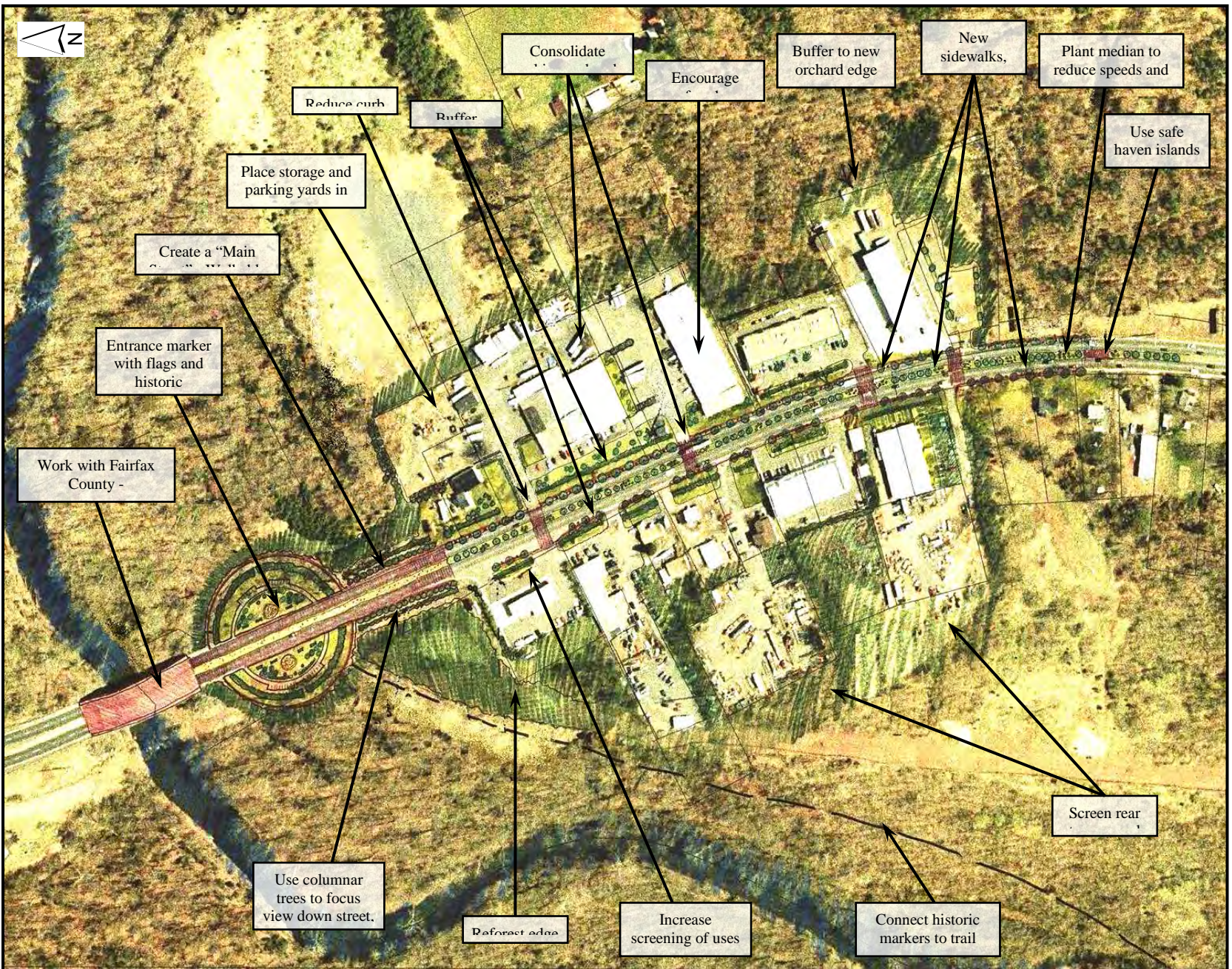
Proposed	Comments	Type	New Location
ILLUSTRATIVE DESIGN GUIDELINE FOR GATEWAYS AND CORRIDORS			
<p>The purpose of this guide is to provide a helpful illustration of the objectives and action strategies contained in the Comprehensive Plan Update concerning the promotion of a high-quality visual environment for County gateways. This guide does not preclude any authority of the Zoning Ordinance, the Design and Construction Standards Manual or the Uniform Building Code. Should there be any questions, please contact the Planning Department at (703) 792-6830-7615.</p>	Correction (Planning)		
Introduction			
<p>The Community Design Plan chapter was added to the Comprehensive Plan with adoption of the 1998 Plan. The intent of this chapter the Community Design Plan is to foster “quality development and a quality visual environment throughout Prince William County.” The goals, objectives, and action strategies of this chapter are used in the evaluation of various development proposals and the building architecture, landscape, signage, and lighting plans that are provided with the proposals.</p>	Clarification (Planning)		
<p>One of the Community Design Plan policies is the upgrade of the visual quality of County gateways and major travel corridors. The policy is implemented by a series of action strategies. Two of these action strategies are as follows:</p>			
<p>1. Create landscape treatments and install appropriate gateway signage and lighting at each of the County’s major gateways.</p>			
<p>2. Prepare, in cooperation with Virginia Department of Transportation (VDOT) and the private sector, landscape plans to improve the scenic quality of highly visible areas along interstate and regional highways and major County thoroughfares, including County-designated Highway Corridor Overlay Districts (HCOs).</p>			
<p>The Board of County Supervisors and the Planning Commission, in selecting the issues to be studied with the update of the 1998 Comprehensive Plan, were concerned requested that these action strategies be implemented.</p>	Clarification (Planning)		
Selected Gateways and Corridors			
<p>Staff selected five four major County gateways for detailed study and recommendations. These gateways include the following:</p>			
<ul style="list-style-type: none"> Route 28 (Centerville Road), from the Fairfax County boundary to the Orchard Bridge project. 			
<ul style="list-style-type: none"> Route 29, from the Fauquier County boundary to Route 15. 	Due to historical documentation and analysis completed in the Buckland Historic District area, this proposal is no longer appropriate or context sensitive.		
<ul style="list-style-type: none"> Interstate 66 West, from the Fauquier County boundary to the Route 15 bridge. 			
<ul style="list-style-type: none"> Prince William Parkway and I-95, from the I-95 off-ramp to Telegraph Road. 			
<ul style="list-style-type: none"> Occoquan River/Gordon Boulevard from the I-95 off-ramp to Old Bridge Road. 			
<ul style="list-style-type: none"> Bristow/Broad Run Area (Future) 	Added to reflect LU5.1 and to correspond to Figure 1.		
<p>These gateways were selected because of the opportunities available for re-design of the gateway and corridor areas and the importance of each gateway within the regional or County-wide context.</p>			

Proposed	Comments	Type	New Location
<p>Each of these gateways and corridors serves thousands of cars, trucks, buses, and other vehicles daily. Everyone driving or riding in these vehicles forms his or her own opinion of Prince William County from what can be seen along these corridors. Whether that impression is positive or negative, that impression stays with the viewer. It is within the scope of the Comprehensive Plan to actively foster the best image possible, through both public and private improvements.</p>	<p>Edit per PC work session on 5.3.17</p>		
<p>Each of the gateway/corridor designs contains common elements for both public and private improvements:</p>			
<ul style="list-style-type: none"> • The need for attractive, informative signage. 			
<ul style="list-style-type: none"> • The need for extensive landscaped buffers and roadway medians. 			
<ul style="list-style-type: none"> • The need for new or additional pedestrian walkways or trails. 			
<ul style="list-style-type: none"> • The need to buffer or eliminate visual blight. 			
<ul style="list-style-type: none"> • The need for new, additional, or replacement lighting. 			
<ul style="list-style-type: none"> • The opportunity to create, through community design, a “sense of place” for the gateway, the corridor, and Prince William the County in general. 	<p>Clarification (Planning)</p>		
<p>The visions and implementation strategies provided for five significant gateways into Prince William County provide an exciting, bold approach to community design. Funding for these strategies could occur through grants, private development districts, public bonds, rezoning proffers, and/or private funding. Adding new design objectives and action strategies into the Comprehensive Plan signals the County’s desire to upgrade its highway corridors. The various design elements should be incorporated into new or revised Highway Corridor Overlay Districts (HCODs) and should be presented to VDOT for implementation in upcoming highway construction projects.</p>	<p>Clarification (Planning)</p> <p>Edit per PC work session on 5.3.17</p>		

Proposed	Comments	Type	New Location
<p>GATEWAY 1: Route 28 Fairfax County boundary to Orchard Bridge Existing Conditions</p>  <p><i>Location Map Gateway 1: Route 28</i></p>			
<p>The entrance into Prince William County from the Fairfax <u>County</u> boundary along Route 28 / Centreville Road does not currently utilize the many opportunities available to create a ‘sense of place’ for both residents and visitors. The corridor is entered via a concrete-faced bridge, half in Fairfax <u>County</u> and half in Prince William <u>County</u>. Two large billboards now delineate this County entrance. The roadway is a four-lane, undivided corridor, with turn lanes but no sidewalks or other streetscape treatments. Landscaping is limited to several small, decorative shrubs in front of the gas station and patches of grass along the shoulder. Small businesses, including several antique stores, line the gateway. Automobiles and trucks are routinely parked in front yards along the corridor, with little to no buffers provided. Cobra overhead light fixtures hung from utility poles provide lighting for the roadway. Depending on the time of day, vehicles obtain speeds ranging from 25-50 mph.</p>	<p>There is an opportunity for regional collaboration between Fairfax and Prince William Counties.</p>		

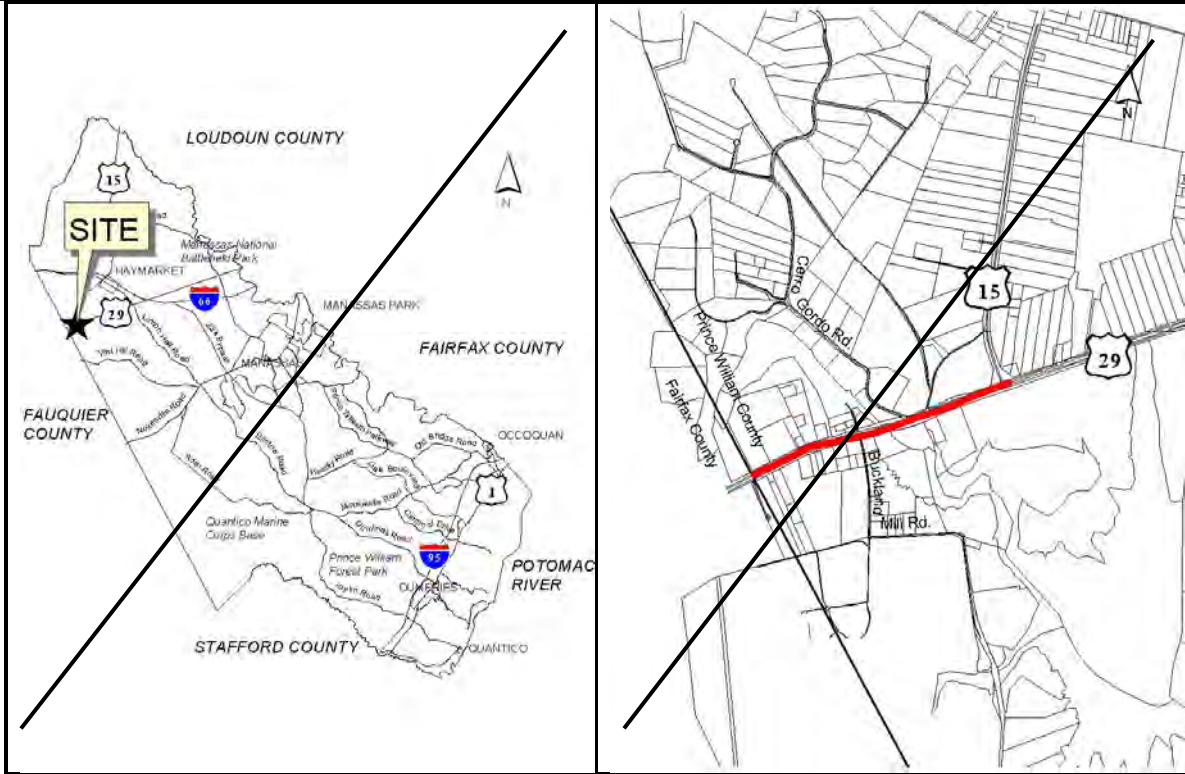
Proposed	Comments	Type	New Location
 <p>View from Fairfax County at Bull Run bridge, looking south</p>  <p>Route 28, looking south toward Manassas</p>			
<p>With the lack of <u>a complete</u> streetscape, the high-speeds of vehicles, and the lack of public open space, the street is not pedestrian-friendly and not as enticing as it could be to County visitors and residents frequenting local businesses. Historic Civil War embankments and forts line the riverbed just west of the roadway. Only a small, hidden sign on the Fairfax County side mentions the historic significance of these forts. Located just east of Centreville Road, the Orchard Bridge development – a 750-unit, low-rise apartment complex under construction – is the most significant residential development in the gateway area.</p>	Clarification (Planning)		
<p>Vision</p>			
<p>The vision for the Route 28 gateway into Prince William County from Fairfax County is to create a “village core.” This vision would be achieved through various action strategies that strengthen the existing small village character of the corridor. Opportunities for the creation of a Main Street community complete with historic trails, a walkable and safe, pedestrian-friendly streetscape, new landscape treatments and buffers for uses that create negative visual impact, a public gathering space for visitors and residents, and vibrant retail businesses will be realized.</p>			
<p>Implementation</p>			
<p>The existing Bull Run Bridge should be improved to provide a more attractive Prince William County entrance feature at this gateway. Resurfacing the bridge or cladding the bridge in a stone or brick material, as well as engraving new welcome signage in the bridge walls, would also <u>signify to</u> visitors that they are entering a unique place. A park area at the entrance to the village, complete with historic trail markers detailing the importance of the local region and a way-finding directory of local businesses, would help to direct residents and County visitors to local attractions. Decorative flags in this park area would attract the visitors’ eye down and away from the billboards looming above and announce the entrance to a special and unique village. <u>Implementation of this design should be incorporated into the Rt. 28 Corridor Feasibility Study, on the Yorkshire Small Area Plan, and subsequent studies of the Rt. 28 corridor and Yorkshire area.</u></p>	Clarification (Planning)		
<p>A streetscape program – complete with new sidewalks, street trees and decorative pedestrian-scale light fixtures – would help to attract consumers <u>residents and visitors</u> to the local businesses. Roadside landscaping, a planted median, and a series of columnar trees planted at the gateway entrance would serve several purposes. First, the median would break down the scale of the roadway, making it more pedestrian-friendly. Second, these landscape treatments would alert vehicles that they are entering a pedestrian environment and should proceed cautiously, reducing speed as necessary. Lastly, the columnar planting at the entrance would divert the visitors’ eye from the billboards down the street to the new improvements and the businesses. Pedestrian crossings or safe islands would be located in the median so that pedestrians can safely cross the roadway.</p>	Clarification (Planning)		

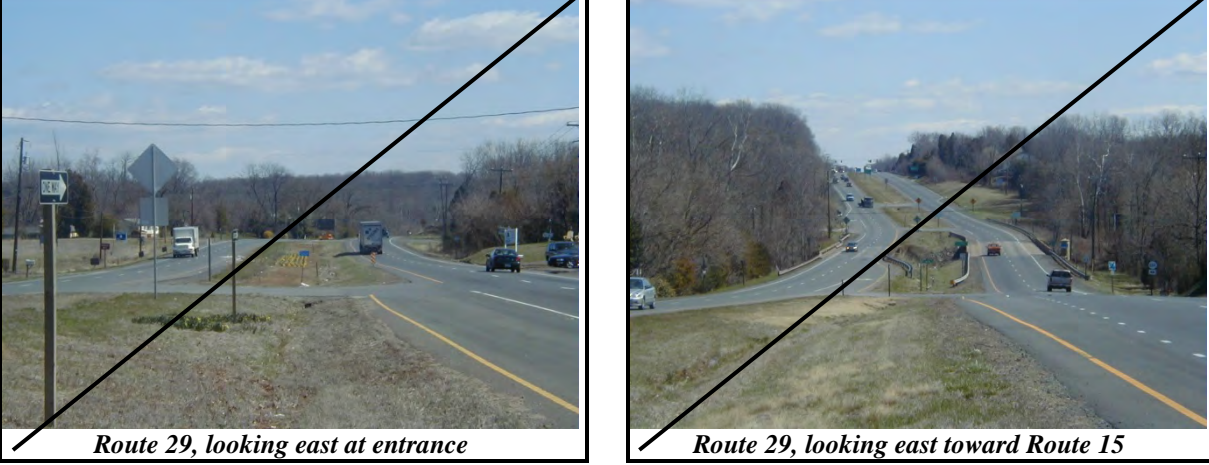
Proposed	Comments	Type	New Location
<p>Parking and storage for local businesses should be relocated to the rear or side of the buildings. Opportunities for common or shared parking areas should be investigated. This would involve working with local business owners and enforcing front yard parking and outdoor storage violations. Removing parking from front yards provides the opportunity for front yard landscaping, thus introducing more green space into a sea of <u>in place of the existing</u> asphalt, concrete, and dirt parking.</p>	<p>Clarification (Planning)</p>		
<p>The Orchard Bridge multi-family development will bring new residents to the area requiring local personal services and thus creating new demands for local businesses and shops. The development of a work group composed of local residents and businesses owners, as well as County officials, might be pursued in order to help implement improvements on private property. Since public improvements only serve to create a portion of a gateway image, private improvements are needed to complete the revitalized gateway appearance. To complement the investment in public improvements, a façade improvement program should be begun to help owners better maintain and improve private properties. The development of design guidelines is also key to maintaining the image of the village.</p>			
 <p><i>Route 28 Gateway Bird's Eye View of Entrance</i></p>			
<p><i>Gateway 1: Route 28 Gateway Improvements</i></p>			

Proposed	Comments	Type	New Location
 <p>Gateway 1 – Route 28 Aerial View Illustrating Improvements</p>			

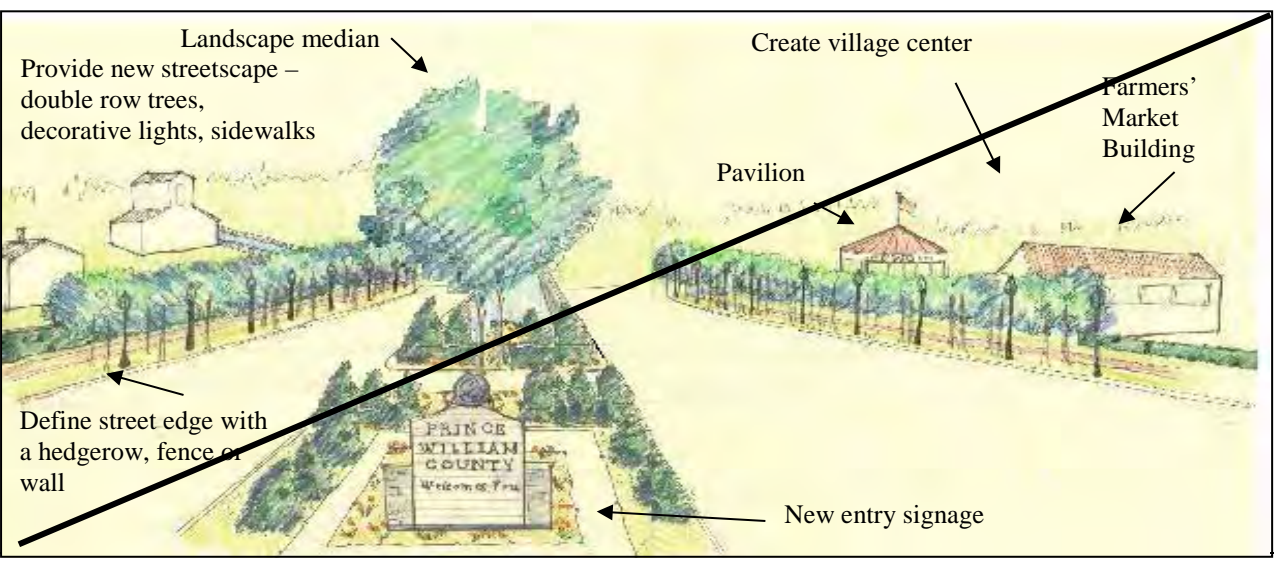
Proposed	Comments	Type	New Location
Gateway 1 Objectives & Strategies for the Route 28 Gateway	Clarification		
<i>Objective: To better define the Route 28 gateway as an entrance into a village core exemplary of a Main Street community.</i>			
ACTION STRATEGIES:			
GATE 1.1 Provide streetscape improvements that emulate a traditional village environment. These improvements would include decorative light fixtures, walkable sidewalks, and shade trees. A planted median and seasonal plantings in existing medians should be added where possible in order to help to visually break down the scale of the roadway and to add to the traditional boulevard or Main Street appearance.			
GATE 1.2 Provide additional buffers for uses that contribute to negative visual impact including surface parking, automobile repair uses, automobile storage yards, telecommunications equipment, outdoor mechanical equipment, etc. These buffers should completely screen the areas through the use of a manicured evergreen hedgerow, masonry wall such as brick, or a combination of durable fence material and evergreen plantings. Shade trees and landscaped islands should be added to surface parking areas.			
GATE 1.3 Develop design guidelines that regulate setbacks, land use, site design, signage, etc. These guidelines should include the following principles:			
GATE 1.3.a Use several smaller scale buildings instead of fewer larger ones in order to reinforce the character of a small village town, not a suburban strip.			
GATE 1.3.b Use a rural architecture <u>architectural design</u> including gable roofs, earth-tone materials and porches, wood shingles, etc.; and landscape that works with the natural character of the land, etc.			
GATE 1.3.c Site buildings so that they create opportunities for defined usable open spaces such as courtyards and greens spaces .			
GATE 1.3.d Encourage business signage that resembles the traditional storefront signage rather than suburban monument style signage.			
GATE 1.4 Provide improved gateway signage welcoming visitors to the area and way-finding (directional) signage to the local attractions. This signage should complement a unique entrance feature that serves to distract the visitors' eyes away from the existing billboards and focuses the view down the road to the village businesses. The entrance feature should provide a pull-off area with information on the local historic areas such as Blackburn's Ford. Create a designated trail system from the way-finding (directional) signage located at the entrance feature to the <u>Blackburn's</u> Ford area.			
GATE 1.5 Work with all applicable public agencies, as well as private entities, such as local neighborhood/business associations, to develop maintenance plans prior to implementation of the proposed improvements. Ensure that the necessary maintenance for all of the improvements is provided including, but not limited, to seasonal landscaping where applicable , regular litter collection, street cleaning, and general landscaping and lighting maintenance. Work with private property owners to improve the maintenance of private <u>their</u> properties in order to enhance the overall appearance of the gateway.	Clarification (Planning)		
GATE 1.6 Work with Fairfax County and the Virginia Department of Transportation (VDOT), as well as any other applicable governmental agencies to make improvements to the Bull Run Bridge. These improvements should include resurfacing the bridge walls and resurfacing the road with paving materials that would slow vehicles down as they enter the village area.			

Proposed	Comments	Type	New Location
<p>GATE 1.7 Restrict future land uses that require outdoor storage of vehicles or other types of equipment. Create and enforce zoning laws to not allow restrict front yard storage of vehicles. Encourage screening of parking areas and 20% interior lot landscaping. Encourage the relocation of parking areas to the rear of properties so that parking is not visible from the street and so that a better landscaped front yard area can be created along the entire Main Street corridor.</p>			
<p>GATE 1.8 Encourage small town village uses such as retail shops providing local services and products. These uses may include a small market, drycleaners, bakery, florist, coffee shop, or sit-down restaurant.</p>			
<p>GATE 1.9 Encourage shared parking in order to reduce curb cuts and enhance the pedestrian environment.</p>			
<p>GATE 1.10 Provide incentives for improvements to existing private properties. This may include developing a façade improvement matching grant program.</p>			
<p>GATE 1.11 Investigate the need to expand the width of the commercial area in order to increase development opportunities for rehabilitation/expansion of existing businesses or new businesses.</p>			
<p>GATE 1.12 Before design development begins, investigate the historical plans of the early Yorkshire settlement as well as any Civil War sites in the gateway. Incorporate this information with the proposed gateway improvements in order to develop a more comprehensive village plan that is based upon historical precedents and one that better highlights important historical sites.</p>			
<p>GATE 1.13 Investigate the possibility of placing overhead utilities underground or relocating them to the rears of properties in order to eliminate visual clutter along the roadway.</p>			
<p>GATE 1.14 The County shall work with a local community and/or citizen association prior to the design development phase of the project in order to develop project details and to confirm a shared vision for the gateway.</p>			
<p>GATEWAY 2: Route 29</p>	<p>Due to historical documentation and analysis completed in the Buckland Historic District area, this proposal is no longer appropriate or context sensitive.</p>		
<p>Fauquier County boundary to Route 15</p>			
<p>Existing Conditions</p>			

Proposed	Comments	Type	New Location
	<p>Maps deleted per above comment.</p>		
<p><i>Location Map</i></p>			
<p>The Route 29 corridor is composed of local businesses catering to the agricultural market and the rural population living in the immediate area. Antique shops, a market, a gas station, and several other businesses compose the small business district. An existing HCOD does little to regulate the overabundance of signage. The existing four lane undivided roadway is slated to become a six lane divided corridor. Very little formal landscaping is present and only a standard green VDOT sign identifies the entrance into Prince William County. Likewise, there is no recognition of the Buckland Historic District—the most significant site feature of the gateway—other than a small sign at the entrance to the district itself. Another unrecognized natural site feature, a stream bed, part of Broad Run, runs through the gateway, but has no trail system for formal public access.</p>			

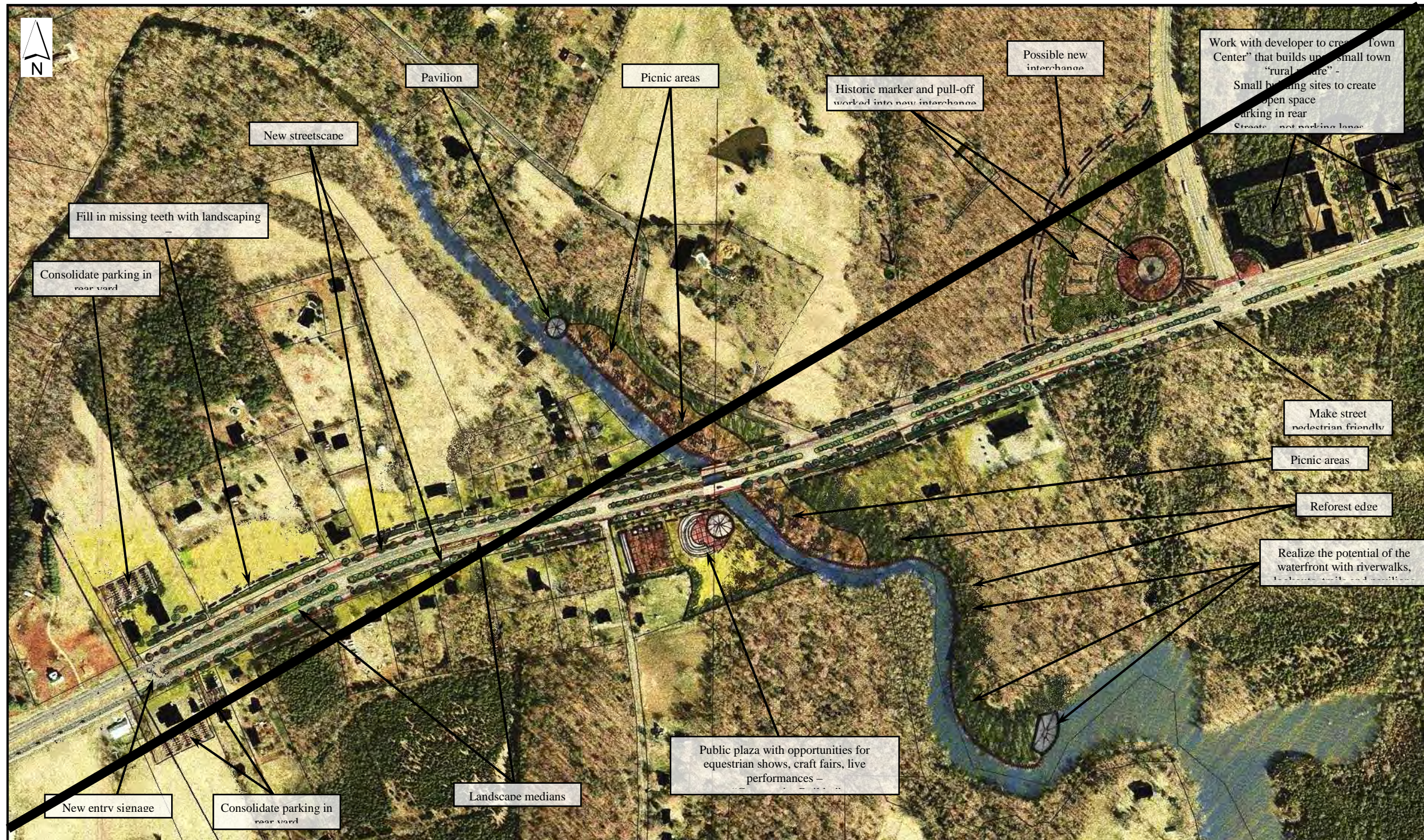
Proposed	Comments	Type	New Location
 <p data-bbox="186 685 559 715"><i>Route 29, looking east at entrance</i></p> <p data-bbox="761 685 1181 715"><i>Route 29, looking east toward Route 15</i></p>			
<p data-bbox="93 856 1880 957">Several high-end residential projects, located east of Route 15, have been developed. There is also a mixed-use, moderate-density project in the REC area along the eastern side of the Route 29/Route 15 intersection. Together these moderate to high-density projects provide an interesting juxtaposition with the Rural Area at the entrance to the gateway.</p>			
<p data-bbox="93 1028 186 1058"><i>Vision</i></p>			
<p data-bbox="93 1139 1880 1239">The vision for the Route 29 entrance into Prince William County is to build upon the existing historic community of Buckland, accentuating the small town, rural nature of the corridor while at the same time demonstrating a high quality design example and ‘sense of place’ for the future residential and commercial projects developing east of Route 15.</p>			
<p data-bbox="93 1320 310 1350"><i>Implementation</i></p>			
<p data-bbox="93 1421 1880 1632">As an initial step in improving the corridor, the Route 29 HCOD standards should be revised in order to include a set of design guidelines that illustrate how to preserve the better qualities of the corridor which add to its rural character. These include mature tree stands, open fields, stream valleys, and natural earthworks. In addition, these standards should illustrate how the Development Area east of the gateway should recall the architectural integrity of the Buckland Historic District through both building architecture and the siting of newly built structures. The existing HCOD standards regarding the regulation of signage should be better enforced and updated, in order to eliminate the negative visual clutter the existing signage creates throughout the gateway.</p>			


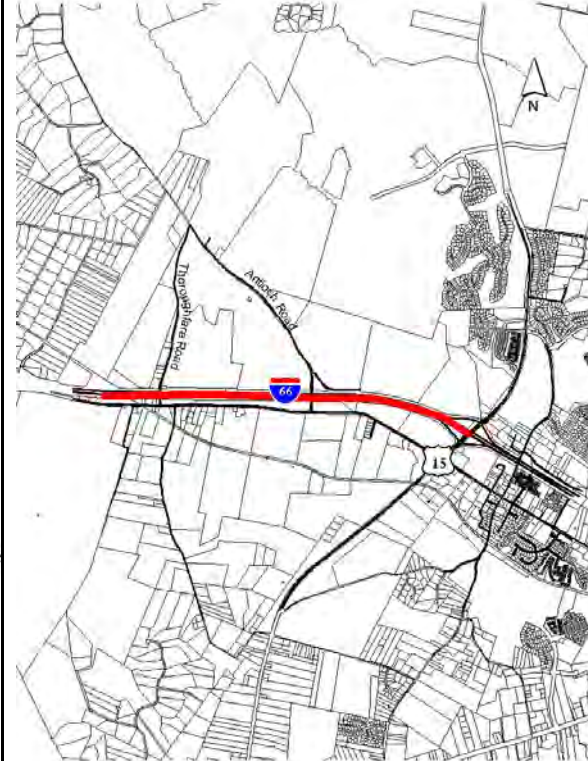
Proposed	Comments	Type	New Location
<p>In addition to strengthening and enforcing the HCOD standards, streetscape improvements should be installed when the road is widened to six lanes. The proposed road widening plan calls for a divided roadway; however, there is enough room to leave a planted median which would act to break down the large scale of the roadway. Typically, six lane divided roadways are reserved for roadways with the scale and speed of a highway. The use of a planted median would maintain the rural nature of the corridor rather than creating a high speed highway corridor. New decorative light fixtures, sidewalks, and a double row of street trees at the curbside should be utilized to make the roadway more pedestrian friendly and to again reduce the scale of the pavement. Landscaping along the roadside — in the median and on private property — should be incorporated as part of the roadway improvement plan. Bicycle and equestrian trails should be created as possible, particularly along the streambed. A unique entrance feature, including new entry signage, should be created in the median area that complements the Buckland Historic District architecture as well as the high quality residential projects farther east along Route 29.</p>			
<p>At the time the roadway is widened, a better functioning interchange at the Route 29 and Route 15 intersection should be developed. A pull-off area could be incorporated here, including way-finding (directional) signage to guide visitors to local attractions and historic markers that illustrate the cultural importance of the Buckland Historic District to the history of the County.</p>			
<p>Since the area just east of the gateway is quickly becoming populated with new high-end residential developments, this gateway area can become the hub of commercial and civic activity. Thought should be given to creating an outdoor public gathering space — such as a farmer’s market complete with an open-air plaza to accommodate fairs, equestrian shows, or theatrical performances. Locating this community space near the stream bed and including a trail system with riverwalk and pavilions, would help both visitors and residents to appreciate the varied natural features of this western gateway.</p>			
<p>In addition to the public improvements noted above, the County should work with local property owners to revitalize private property. This may entail developing a façade improvement or landscape enhancement program for existing businesses. These enhancements might be provided by the private property owner in exchange for a matching grant or partial property tax relief. Design guidelines should be developed in order to maintain consistency of design throughout the corridor, a rural architectural vocabulary and high quality building and site design that complement Buckland.</p>			
<p>The County should also encourage the development of small, local businesses in the CEC area at Route 29 and Route 15, such as restaurants, small general food or gourmet stores, or specialty stores such as tack shops that provide needed services and goods for the nearby residential, farming, and equestrian communities. Large scale “big box” retailers should be discouraged since they are not appropriate given the scale of the historic Buckland community, nor do they complement the rural nature of the gateway. This development should not be the typical suburban strip but rather should utilize a series of smaller structures arranged on the site to create defined usable greens or courtyards. Businesses along the corridor that require outdoor storage of vehicles should be discouraged or at the least mandated to buffer or screen these outdoor areas and locate them to the rear of the property.</p>			



Proposed	Comments	Type	New Location
 <p><i>Gateway 2: Route 29 View from Entrance Looking East</i></p> <p>Gateway Objectives & Strategies for the Route 29 West Gateway</p>			
<p>Objective: <i>To create a gateway in a historic community that complements the rural village of the Buckland Historic District while at the same time provides an entrance to the developing equestrian and high-quality residential and commercial projects in the Development Area along the corridor.</i></p>			
<p>ACTION STRATEGIES:</p>			
<p>1. Upgrade the Route 29 HCOD standards. These standards should include design guidelines for new developments in the Development Area that will lead to the construction of buildings that preserve the agricultural integrity of the existing landscape. The following principles should be incorporated with the HCOD standards:</p>			
<p>a. Use several smaller scale buildings that are sited to preserve the better qualities of the land including mature tree groves, earthworks and water forms.</p>			
<p>b. Use rural/equestrian architecture, including gable roofs, and earth tone materials that work with the natural landscape, etc.</p>			
<p>c. Design new buildings that emulate the architectural integrity of local historic structures including most importantly the Buckland Historic District.</p>			
<p>d. Site buildings so that they create opportunities for defined usable open spaces, such as courtyards and greens, as well as trails for walking, biking, and riding horses.</p>			
<p>e. Restrict future commercial signage that adds to the visual clutter along the corridor and create a commercial signage program that works with existing businesses to enhance the design character of the corridor.</p>			
<p>f. Since rears of buildings facing Route 29 will distract from the proposed public improvements, ensure that only front facades face the roadway.</p>			

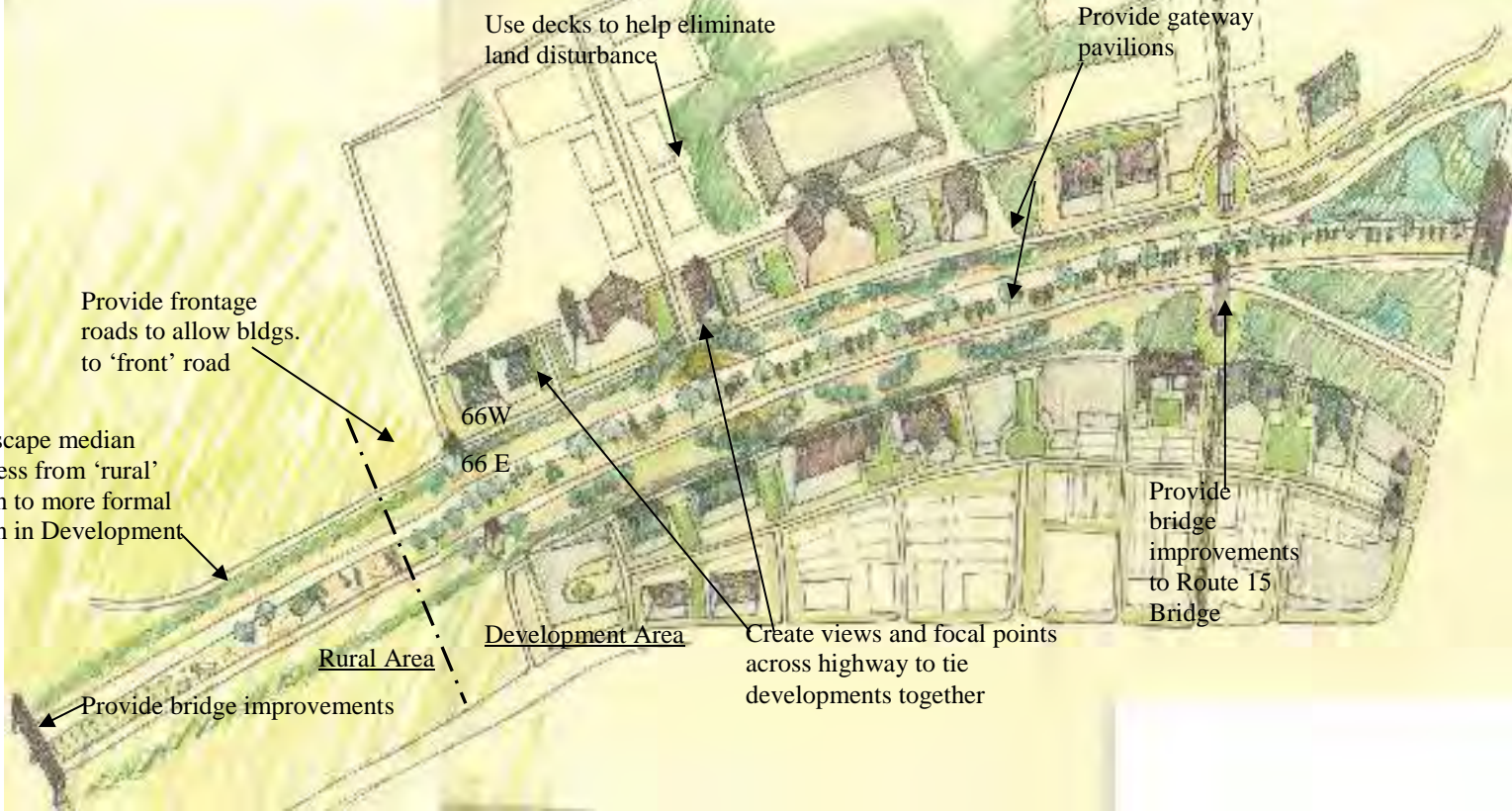
Proposed	Comments	Type	New Location
<p>g. Provide frontage roads as needed for the Development Area that will allow buildings to front Route 29 without the need for direct access to the roadway.</p>			
<p>h. Provide a sidewalk to better define the street environment by maintaining a consistent front yard building line of 50 feet. A consistent pedestrian edge should be created by buildings, a hedgerow, tree line, fence or other wall type.</p>			
<p>i. Encourage the development of rural village land uses in the REC area, such as retail shops providing local services and products. These businesses may include a bakery, coffee house, florist, dry cleaners, gourmet market as well as other equestrian related businesses such as a tack and feed shops. "Big box" retailers and strip shopping centers should be avoided in this gateway area.</p>			
<p>2. Provide incentives for improvements to existing private properties. This may include developing a façade improvement matching grant program.</p>			
<p>3. Provide streetscape improvements to present a cohesive site design for existing and proposed developments. These improvements should serve to create a traditional village atmosphere by including new decorative light fixtures, street trees, walkable sidewalks, safe pedestrian street crossings, and bicycle and equestrian trails.</p>			
<p>4. Encourage the relocation of front yard parking and vehicle/equipment storage areas to the rear of properties. Outdoor storage and parking should be well screened with landscaping such that it is not visible from the street. Use restrictions should prohibit outdoor storage of vehicles or other equipment.</p>			
<p>5. Encourage the consolidation of commercial parking areas in order to reduce curb cuts and enhance the pedestrian environment.</p>			
<p>6. Provide a unique entrance feature that complements the Buckland Historic District as well as the proposed high quality residential and commercial projects further east along the Route 29 corridor. This entrance feature should include 'welcome' signage and way finding (directional) signage to local attractions.</p>			
<p>7. Provide for an outdoor public facility which demonstrates to the visitor the character of the western, rural part of the County. This facility may include an open air plaza for a public farmer's market, equestrian shows, craft fairs, etc. A bandstand pavilion may also be located in this community space to allow for outdoor performances.</p>			
<p>8. Provide improvements to the bridge spanning the Lake Manassas tributary in order to make it more attractive, including resurfacing in local quarry stone and engraved signage or artwork.</p>			
<p>9. Work with all applicable public agencies, as well as private entities, such as local neighborhood/business associations, to develop maintenance plans prior to implementation of the proposed improvements. Ensure that the necessary maintenance for all of the improvements is provided, including but not limited to seasonal landscaping where applicable, regular litter collection, street cleaning, and general landscaping and lighting maintenance. Work with private property owners to improve the maintenance of private properties in order to enhance the overall appearance of the gateway.</p>			
<p>10. Plant the median in order to help break down the scale of the roadway. The plantings should be planted informally at the western end of the gateway and gradually be placed in more formal planting arrangements as you approach the Development Area further heightening the idea of a transition from the Rural to the Development Area. Develop a landscape plan for the median areas as well as the roadsides that complements the existing vegetation.</p>			

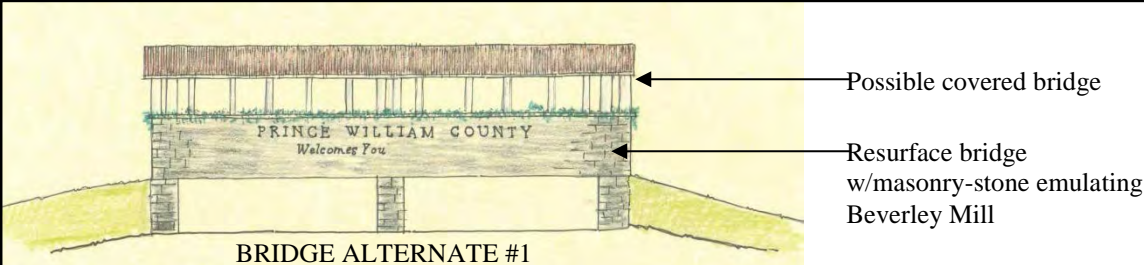
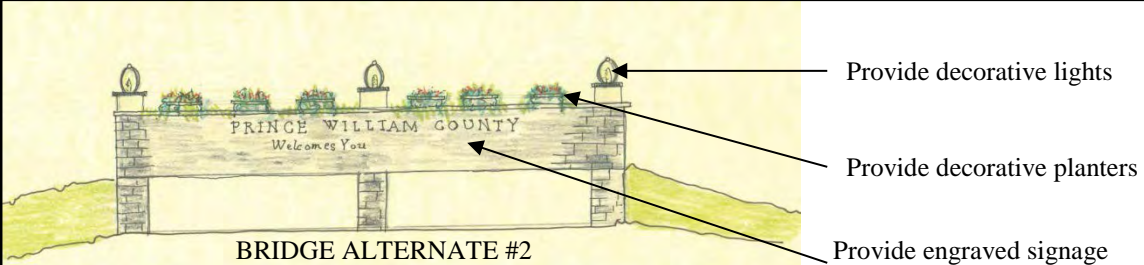
Proposed	Comments	Type	New Location
<p>11. Work with landowners in the Development Area with property directly abutting Route 29 to provide enhanced architecture and siting of buildings as well as a cohesive development on the northern and southern sides of the road, to include similar landscaping and building materials and design.</p>			
<p>12. Develop a better functioning interchange at the Route 29 and Route 15 intersection. Public lands that are a part of the intersection should be well landscaped. Consider a pull-off area and monument detailing the historic nature of the surrounding development and its importance to the history of Prince William County. Way-finding (directional) signage should be included as a part of this monument area so that visitors can locate the local historic sites and attractions.</p>			
<p>13. Utilize existing site features, including the Broad Run stream bed to create opportunities to enjoy the rural scenery and reasons for visitors to come to the area. This may entail building equestrian and bike trails, as well as pedestrian walks and pavilions along the stream bed.</p>			
<p>14. Investigate the historical plans of the early Buckland settlement as well as any Civil War sites in the gateway before design development begins. Incorporate this information with the proposed gateway improvements, to develop a more comprehensive village plan that is based upon historical precedents and one that better highlights important historical sites.</p>			
<p>15. Investigate the possibility of placing overhead utilities underground or relocating them to the rears of properties in order to eliminate visual clutter along the roadway.</p>			
<p>16. The County shall work with a local community and/or citizen association prior to the design development phase of the project in order to develop project details and to confirm a shared vision for the gateway.</p>			



Proposed	Comments	Type	New Location
<p>GATEWAY 3 2: Interstate 66 West</p>	<p>Renumbered due to deletion of Gateway #2</p>		
<p><i>Existing Conditions</i></p>			
<div style="display: flex;"> <div style="flex: 1;">  </div> <div style="flex: 1;">  </div> </div>			
<p><i>Location Map</i></p>			
<p>The gateway as it exists today is limited to a small green VDOT sign that lets the visitor know he has <u>they have</u> left Fauquier County and has <u>have</u> entered Prince William County. The corridor is very rural in nature, with farms to either side of the roadway. The historic Beverley Mill sits at the gateway entrance, holding the possibility for a unique historic entrance feature; however, there is no signage indicating its significance or the future work envisioned for the property. Several concrete and steel bridges cross Interstate 66. A large unplanted median is located in the center of the four lane roadway along with an approximate 100 foot buffer along both sides of the roadway. This stretch of Interstate 66 is not at this time planned for widening <u>at this time</u>. The Development Area begins just before the Route 15 interchange. Several moderate density mixed-use projects are planned to flank the roadway at this intersection.</p>	<p>Clarification (Planning)</p>		

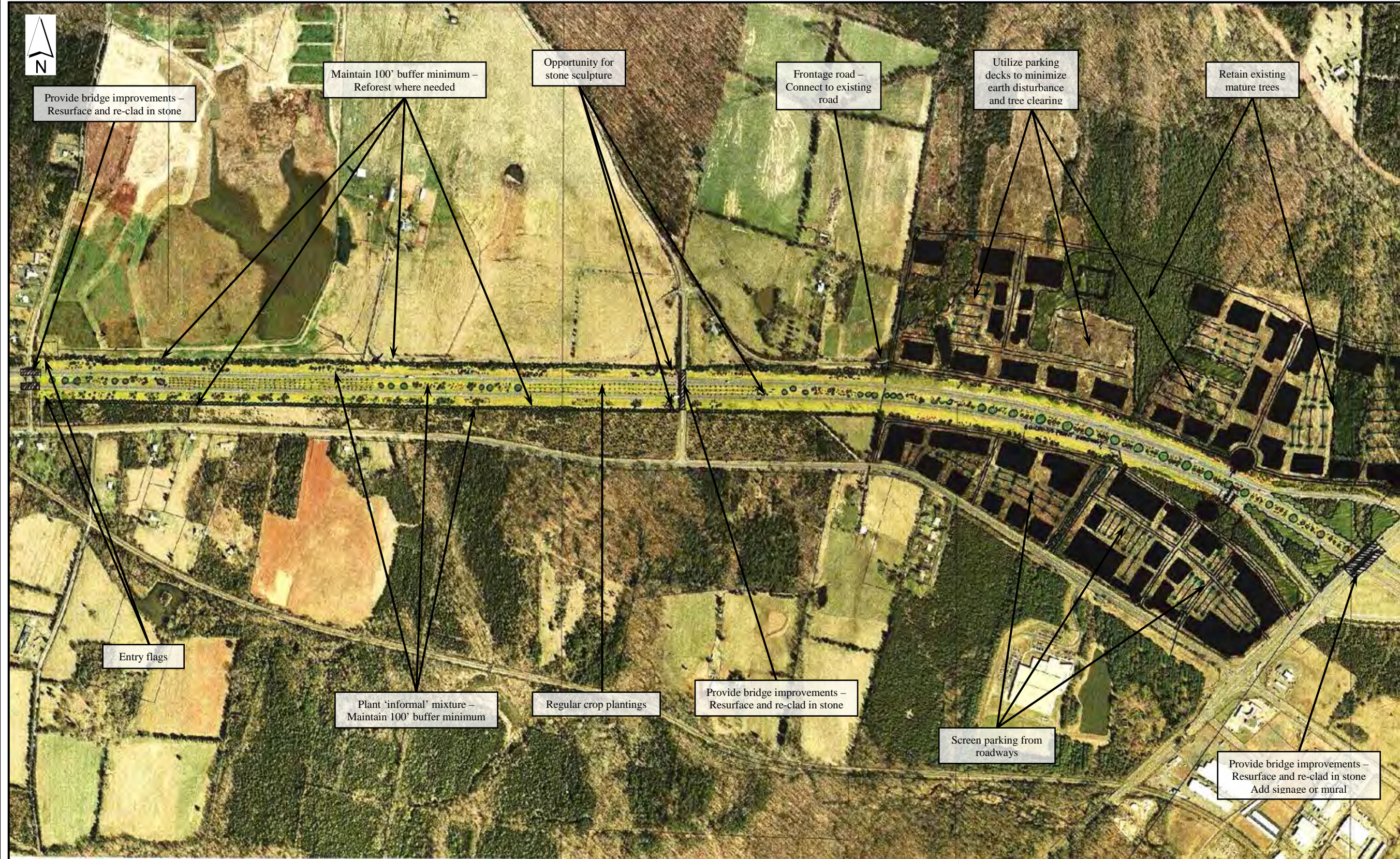
Proposed		Comments	Type	New Location
 <p><i>I-66 west, looking east toward Development Area</i></p>	 <p><i>View at entrance, Beverley Mill</i></p>			
Vision				
<p>The challenge for the Interstate 66 West gateway is to create a corridor that illustrates both the rich agricultural history of the western portion of the County and yet demonstrates the transition to the high-quality mixed-use projects being developed at the Route 15 intersection.</p>				
Implementation				
<p>The entire gateway should provide a transition from the Rural Area to the Development Area. This transition is perhaps illustrated best through the use of landscaping. A minimum 100-foot buffer should be maintained along both sides of the roadway. Plantings in this buffer should be informal at the western part of the gateway – to reflect Community Design Plan strategies for the Rural Area – and should progressively be planted in a more formal fashion as one approaches the Development Area. Varied plantings can be used to illustrate this progression. Reforestation of bare spots in mature tree stands should be utilized to reinforce the existing character of the land. Planting the median will help break down the scale of the roadway. Since the medians are so large, they also provide an opportunity for public artwork and way-finding (directional) signage directing visitors to local attractions and businesses.</p>				
<p>As important as the use of landscaping is to the visual improvement of this gateway, the building siting and architecture of the projects surrounding the Route 15 intersection are equally if not more important. Since rears of buildings with outdoor mechanical equipment and trash receptacles facing Interstate 66 will detract from the proposed public improvements, frontage roads should be utilized parallel to Interstate 66 that will allow buildings to present a front façade to Interstate 66 without the need for direct access from the roadway. Design guidelines should be developed for these new developments that will help regulate building architecture and siting. Building architecture should emulate the traditional, rural nature of existing structures in the area including the historic Beverley Mill. The siting of buildings is equally important. Parking should not face Interstate 66, and parking decks or shared parking arrangements should be provided. Among other benefits to less surface parking, existing mature tree stands can remain, helping to preserve the natural, rural character of the land. The new developments to the north and south of the road should be coordinated, so that entry features on both sides of Interstate 66 can be provided and so that both appear as a unified project. The high-quality office design guidelines, prepared for <u>provided in</u> another section of the Comprehensive Plan update, are an example of the type of guidelines that should be created for this corridor.</p>		Clarification (Planning)		

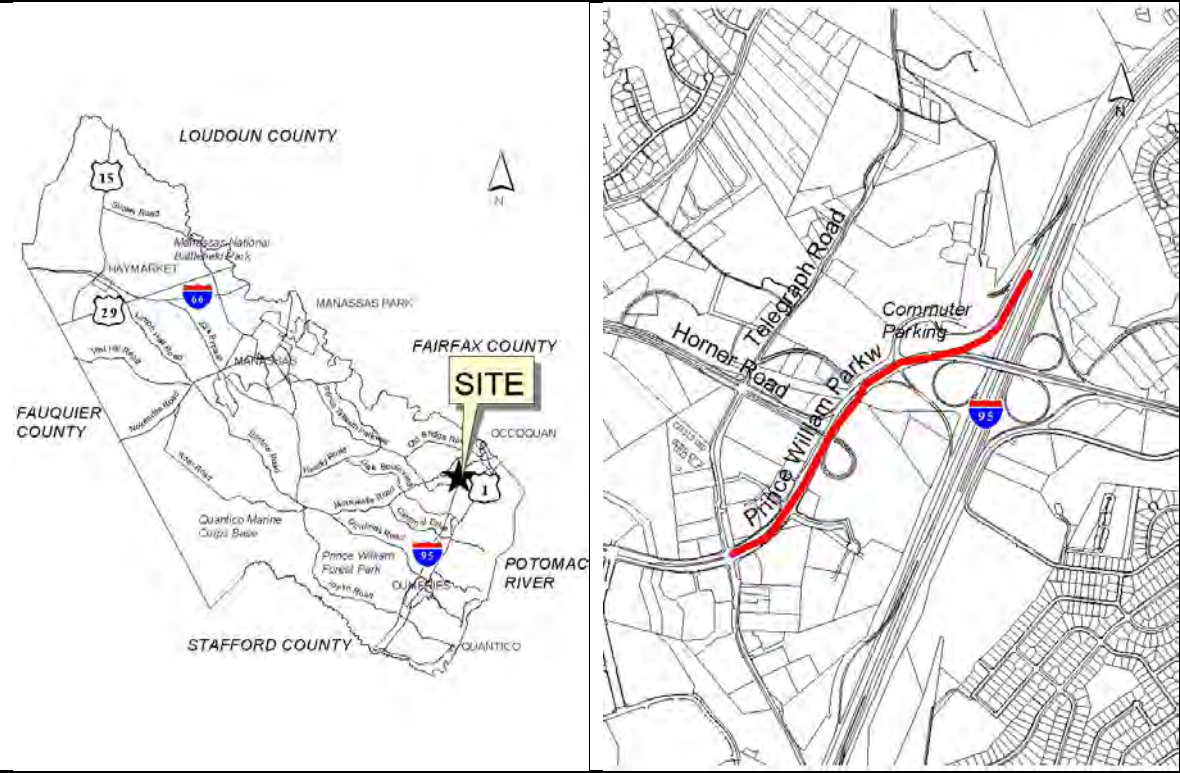
Proposed	Comments	Type	New Location
<p>A unique feature of this gateway corridor is the three concrete and steel, blue-painted bridges at the major intersections. These bridges provide an opportunity to enhance the gateway since they act as major thresholds into the County. A bold move – such as resurfacing these bridges in the traditional stone found in the area similar to Beverley Mill – will aid in illustrating the strength, integrity, and character of the corridor. These bridges can then be engraved with welcome signage, artwork, and/or the County logo/seal.</p>	<p>Clarification (Planning)</p>		
 <p><i>Gateway 3-2: Interstate 66 West Bird's Eye</i></p>	<p>Title clarification edit</p>		
<p>Gateway Objectives & Strategies for the Interstate 66 West Gateway</p>			
<p><i>Objective: To provide a transition from the Rural Area to the Development Area that illustrates both the rich agricultural history of the region along with and the new proposed and approved mixed-use projects.</i></p>			
<p>ACTION STRATEGIES:</p>			
<p>GATE 3.1 GATE 2.1 Given the close proximity to the Rural Area, create design guidelines for new developments in the Development Area that help preserve the agricultural integrity of the existing landscape. These guidelines should include the following objectives:</p>	<p>Clarification (Planning)</p>		
<p>GATE 3.1.a GATE 2.1a Use several smaller-scale buildings – in the Development Area along Interstate 66 – that are sited to preserve the scenic qualities of the land, including mature tree groves, earthworks and water forms.</p>	<p>Renumbering edits for all action strategies</p>		

Proposed	Comments	Type	New Location
<p>GATE 3.1.b GATE 2.1b Use rural architecture, including gable roofs, earth-tone materials, etc. that work with the natural landscape.</p>			
<p>GATE 3.1.e GATE 2.1c Design new buildings that emulate the architectural integrity of local historic structures including most importantly Beverley Mill.</p>			
<p>GATE 3.1.d GATE 2.1d Site buildings so that they create opportunities for defined usable open spaces such as courtyards, greens <u>spaces</u>, and trails.</p>	Edit		
<p>GATE 3.1.e GATE 2.1e Employ the High-Quality Office Guidelines in the Development Area at the Interstate 66/Route 15 intersection to ensure better building and site design.</p>			
<p>GATE 3.2 GATE 2.2 Maintain a 100-foot buffer on both sides of Interstate 66. Reforest bare spots in existing mature tree stands on the northern side of the roadway and provide new evergreen tree stands of similar species on the southern side of the roadway. Develop a landscape plan for the median areas as well as the roadsides that complement the existing vegetation.</p>			
<p>GATE 3.3 GATE 2.3 Provide bridge improvements to the existing three bridges in the gateway corridor in order to make them more attractive including resurfacing in local quarry stone, replacing any guard rails with more decorative screening, and engraved signage or artwork.</p>			
 <p>BRIDGE ALTERNATE #1</p>			
 <p>BRIDGE ALTERNATE #2</p>	Title clarification edit		
<p><i>Gateway 3-2: Interstate 66 West Options for Bridge Improvements</i></p>			
<p>GATE 3.4 GATE 2.4 Work with all applicable public agencies, as well as private entities, such as local neighborhood/business associations, to develop maintenance plans prior to implementation of the proposed improvements. Ensure that the necessary maintenance for all of the improvements is provided, including, but not limited to, seasonal landscaping where applicable, regular litter collection, street cleaning, and general landscaping and lighting maintenance. Work with private property owners to improve the maintenance of private <u>their</u> properties in order to enhance the overall appearance of the gateway.</p>	Clarification edits (Planning)		

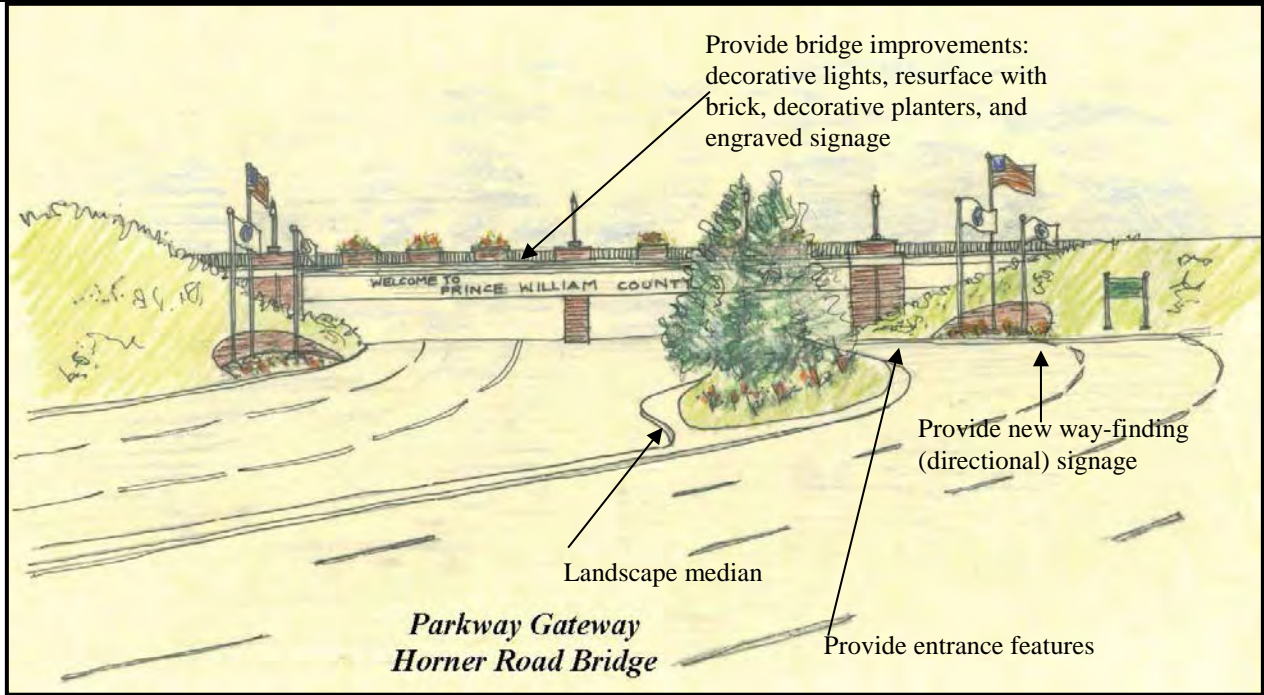
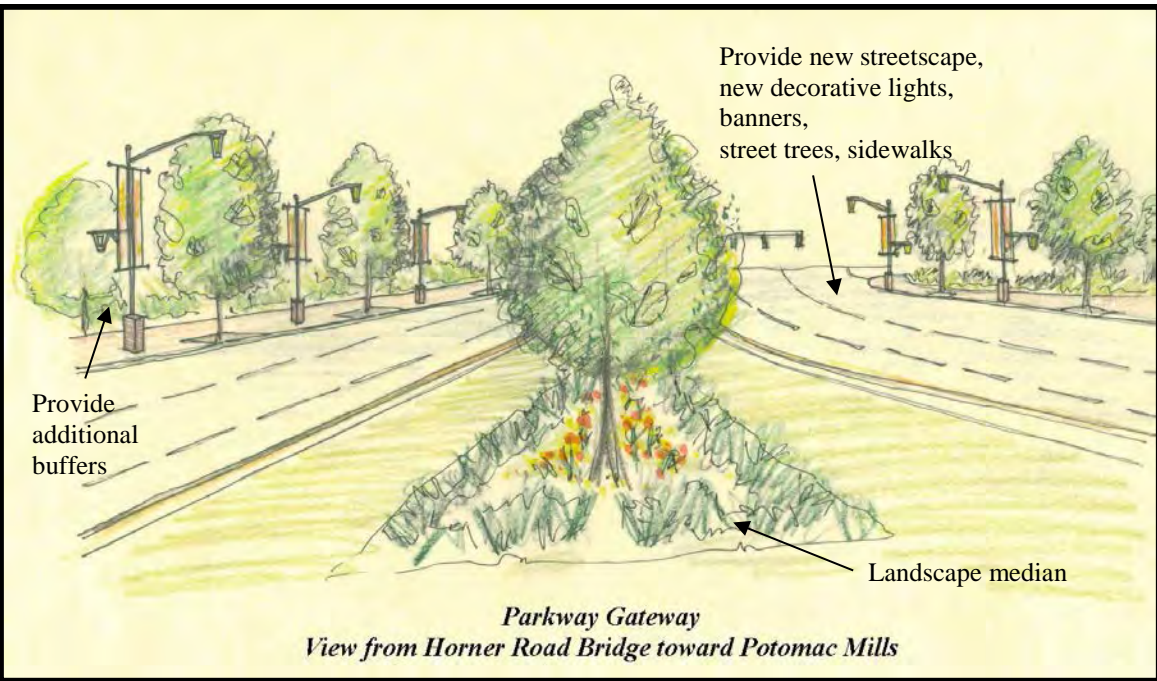
Proposed	Comments	Type	New Location
<p>GATE 3.5 GATE 2.5 Plant the median in order to help break down the scale of the roadway. The plantings should be planted informally at the western end of the gateway and gradually be placed in more formal planting arrangements as you approach the Development Area further heightening the idea of a transition from the Rural Area to the Development Area.</p>	<p>Clarification (Planning)</p>		
<p>GATE 3.6 GATE 2.6 Work with landowners in the Development Area with property directly abutting Interstate 66 in order to provide enhanced architecture and siting of buildings as well as a cohesive development on the northern and southern sides of the road. This cohesive development should include similar landscaping and building materials and design as well as gateway pavilions on both sides of Interstate 66.</p>			
<p>GATE 3.7 GATE 2.7 Since <u>the</u> rears of buildings facing Interstate 66 will distract from the proposed public improvements, provide frontage roads for the Development Area that will allow buildings to front Interstate 66 without the need for direct access to the roadway.</p>	<p>Clarification (Planning)</p>		
<p>GATE 3.8 GATE 2.8 Screen all parking areas from the view of Interstate 66 either with buildings, heavily planted landscape screens, berms or other earthworks, or a quarry stone wall reminiscent of Beverley Mill.</p>			
<p>GATE 3.9 GATE 2.9 Utilize parking decks or underground parking in conjunction with shared parking arrangements in order to avoid large amounts of earth disturbance and damage to mature stands of trees. Where parking decks cannot be used, heavily landscape surface parking areas at a minimum of 20% in order minimize their impact on the rural landscape.</p>			
<p>GATE 3.10 GATE 2.10 The County shall work with a local community and/or citizen association prior to the design development phase of the project in order to develop project details and to confirm a shared vision for the gateway.</p>			

Gateway 3 2 - Interstate 66 West Aerial View Illustrating Improvements



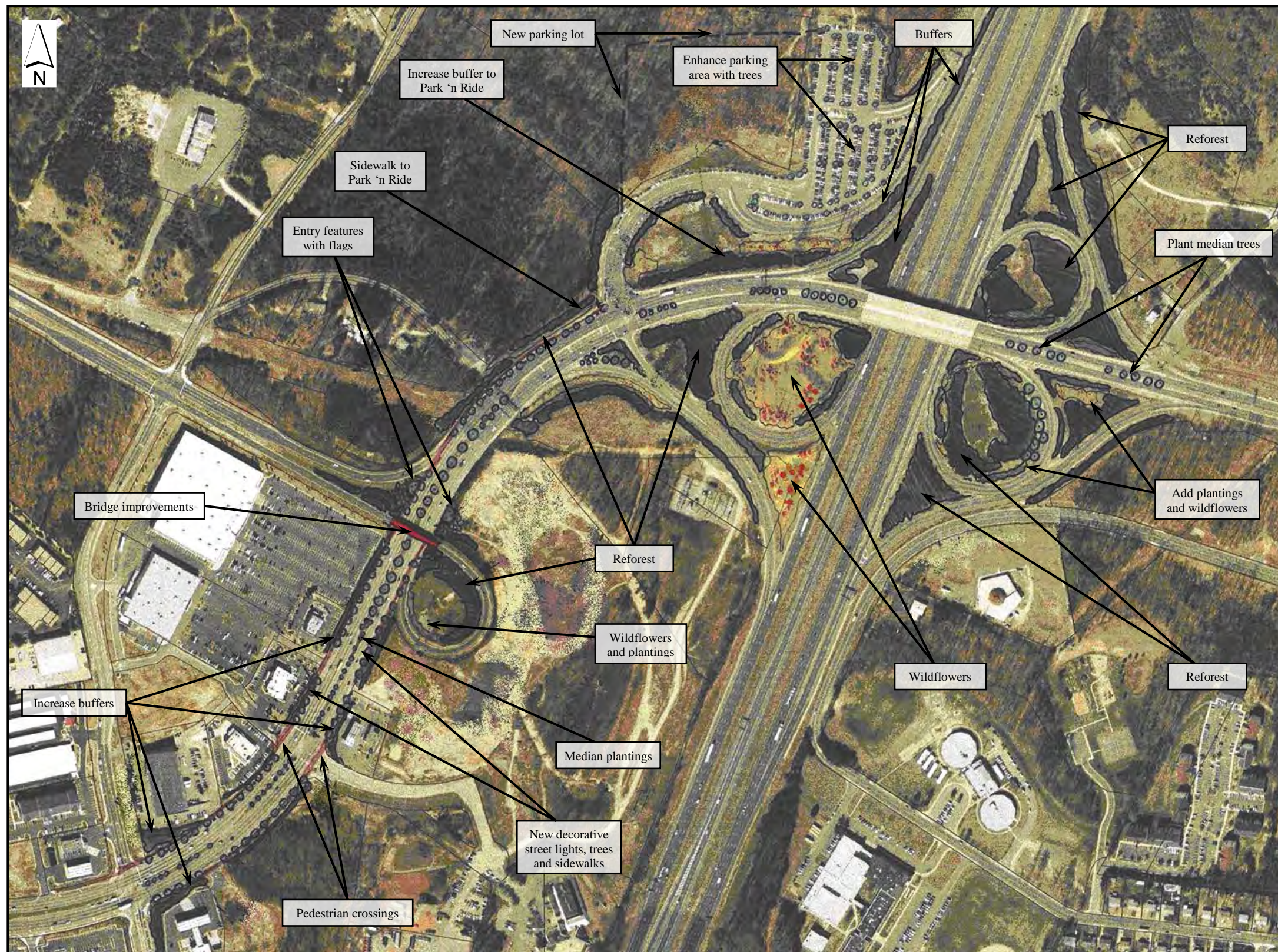
Proposed	Comments	Type	New Location
<p>GATEWAY 4-3: Prince William Parkway – Interstate 95</p>	<p>Renumbering edit</p>		
<p><i>Existing Conditions</i></p>			
 <p>The left map is a location map of Prince William County, Virginia, showing its position relative to Loudoun, Fairfax, Stafford, and Fauquier counties. A yellow box labeled 'SITE' is placed on the northern border of the county. The right map is a detailed site plan of the gateway entrance at the intersection of Prince William Parkway and Interstate 95. It shows the Horner Road Bridge, a commuter parking lot, and various roadways including Telegraph Road and Homer Road. A red line highlights the proposed gateway route along Prince William Parkway.</p>			
<p><i>Location Map</i></p>			
<p>The entrance to Prince William County from I-95 is the most traveled gateway in the County and, as such, is perhaps the most important in portraying a positive, attractive County image. Potomac Mills is the County’s most visited tourist attraction and has often been cited as the top tourist attraction in Virginia. Because of its popularity, smaller retailers have grown around the mall, including several fast food and sit-down restaurant chains, to serve the customer base. Immediately exiting I-95, the visitor encounters a large surface parking area, the park-and-ride commuter lot. No landscaping or perimeter buffering is provided. The lot has been expanded. Next is the Horner Road Bridge, with a small brick welcome sign and seasonal plantings flanking the right side of the bridge. Medians are underplanted and there is little to no roadside planting in the public areas along the curbside. Immediately south of the Horner Road Bridge, several big box retailers and restaurant franchises frame the roadway, along with a gas station. Varied roadside plantings are provided in front of the retail and restaurant areas, as well as a berm to help to screen parking; however, there is no consistent streetscape or landscape design for the gateway. An asphalt trail is provided on the western side of the Parkway. There is no pedestrian connection from the park-and-ride lot to the large surface parking area of the retailers north of the Parkway; missing an opportunity for shared parking and the reduction in asphalt paving at the gateway entrance.</p>			

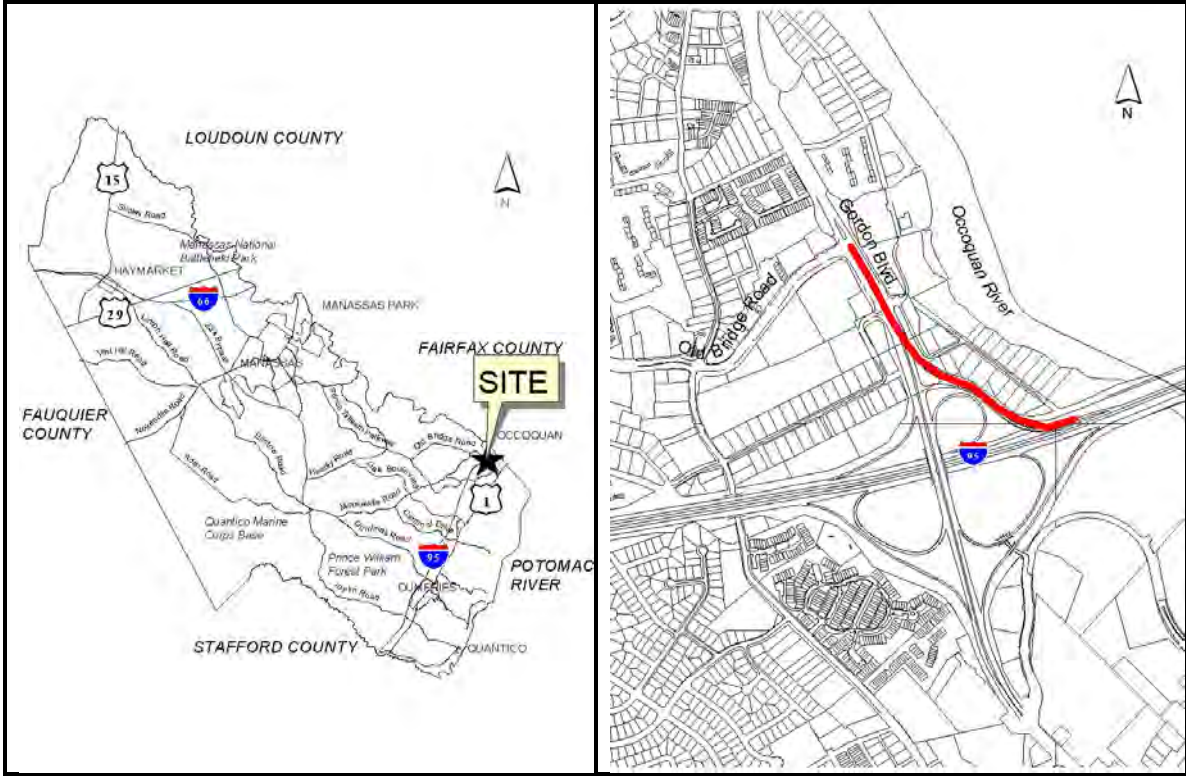
Proposed	Comments	Type	New Location
 <p><i>Prince William Parkway, looking west toward Horner Road Bridge</i></p>	 <p><i>Prince William Parkway, looking west toward Potomac Mills</i></p>		
Vision			
<p>Since Potomac Mills is a major visitor attraction for the County, improvements to the entrance from I-95 along Prince William Parkway are one of the major keys to improving the County’s image. Because of the retail nature of the corridor, this gateway can perhaps handle bolder architectural gestures and landscaping. By the same token, this gateway must make a strong statement communicating the variety of experiences the County has to offer all types of visitors - a day at the ball park, a shopping extravaganza, a variety of restaurant experiences, and a step back in time to visit a historic battlefield, among others.</p>			
Implementation			
<p>The boldest move in the redesign of the Parkway gateway would be to upgrade the Horner Road Bridge. The bridge is a literal portal into the County and should be treated in a grand manner. The first step would be to resurface the bridge in brick or other high-quality masonry material and to place decorative elements on the bridge, including new light fixtures, engraved welcome signage, and planters. The existing sign to the right of the bridge is not grand enough and should be replaced with two unique monuments and flags flanking both sides of the bridge, in order to better announce the entrance into the corridor.</p>			
<p>As important as the variety of retail experiences is to the visitor and the Potomac Mills Mall, the variety of building designs, signage, and landscaping does little to express integrity and high-caliber of design. Stricter design controls regarding building setbacks, site design, and signage control need to be added to a set of district guidelines in order to establish some level of consistency and high-quality retail design for future developments in the gateway. Streetscape improvements are another tool to providing consistency throughout the gateway. New sidewalks, street trees at the curbside in addition to those on public property, new decorative street and pedestrian-scale light fixtures with decorative banners and planters, and improved median plantings are the first steps in creating a sense of place in the public realm by tying the existing varied architecture and landscaping together.</p>			
<p>Way-finding (directional) signage locating local tourist attractions is missing from the Parkway streetscape. This directory of activities is important to let visitors know where they can find what they need and more importantly, <u>that</u> there is more to experience in the County.</p>			
<p>Buffering of parking areas and uses that create a negative visual image – such as warehouse delivery areas and gas stations – is crucial to supporting the proposed public improvements. The key area to buffer is the commuter parking lot since this is the very first area visitors see upon exiting the highway. Increased interior lot landscaping will help to set an important standard for other private parking lots in the gateway area. Future restriction of land uses that require large amounts of truck and vehicular parking or storage at the roadside should be considered.</p>			



Proposed	Comments	Type	New Location
 <p>Provide bridge improvements: decorative lights, resurface with brick, decorative planters, and engraved signage</p> <p>Provide new way-finding (directional) signage</p> <p>Landscape median</p> <p>Provide entrance features</p> <p><i>Parkway Gateway Horner Road Bridge</i></p>			
 <p>Provide new streetscape, new decorative lights, banners, street trees, sidewalks</p> <p>Provide additional buffers</p> <p>Landscape median</p> <p><i>Parkway Gateway View from Horner Road Bridge toward Potomac Mills</i></p>			
<p>Gateway Objectives & Strategies for the Prince William Parkway Gateway</p>			
<p><i>Objective: To provide an enhanced gateway into the Woodbridge community, including the Potomac Mills retail area.</i></p>			

Proposed	Comments	Type	New Location
ACTION STRATEGIES:			
GATE 4.1 GATE 3.1 Add stricter design controls to the Parkway Overlay District that regulate setbacks, land use, site design, signage, etc. in order to foster better design of both buildings and open spaces.	Action strategies have been renumbered for this gateway.		
GATE 4.2 GATE 3.2 Provide streetscape improvements to create a traditional urban atmosphere including new sidewalks, street trees, and decorative light fixtures. These improvements should serve to unify the varied landscape and architecture of the corridor as well as reinforce the retail nature of the gateway and surrounding neighborhood.			
GATE 4.3 GATE 3.3 Provide enhanced landscape in medians, jug-handles, and along the roadside, as well as increased buffers for automobile-oriented uses and large areas of surface parking that front the Parkway. Reforest roadside areas as needed.			
GATE 4.4 GATE 3.4 Make aesthetic improvements to the Horner Road Bridge. These improvements should include resurfacing the bridge walls with brick and providing new engraved “welcome” signage on the bridge walls, new decorative light fixtures and planters.			
GATE 4.5 GATE 3.5 Provide unique monuments and flags at both sides of the bridge to better announce the entrance into the corridor.			
GATE 4.6 GATE 3.6 Restrict future land uses that require outdoor storage of vehicles or other types of equipment.			
GATE 4.7 GATE 3.7 Work with VDOT and PRTC to provide better buffering of the existing commuter parking lot as well as interior lot landscaping and way-finding (directional) signage. Connect to the existing sidewalk coming from Telegraph Road to the commuter parking area in order to enhance pedestrian safety along the Parkway. Encourage shared parking arrangements for weekday commuters.			
GATE 4.8 GATE 3.8 Provide way-finding (directional) signage that helps to locate visitor attractions, County offices, and the park and ride lot.			
GATE 4.9 GATE 3.9 Work with all applicable public agencies, as well as private entities, such as local neighborhood/business associations, to develop maintenance plans prior to implementation of the proposed improvements. Ensure that the necessary maintenance for all of the improvements is provided, including, but not limited to, seasonal landscaping where applicable, regular litter collection, street cleaning, and general landscaping and lighting maintenance. Work with private property owners to improve the maintenance of private properties in order to enhance the overall appearance of the gateway.	Clarification (Planning)		
GATE 4.10 GATE 3.10 Work with landowners with property directly abutting the Parkway to provide enhanced architecture and siting of buildings, as well as a cohesive development on the eastern and western sides of the roadway, including similar landscaping and building materials.	Edit		
GATE 4.11 GATE 3.11 The County shall work with a local community and/or citizen association prior to the design development phase of the project in order to develop project details and to confirm a shared vision for the gateway.			

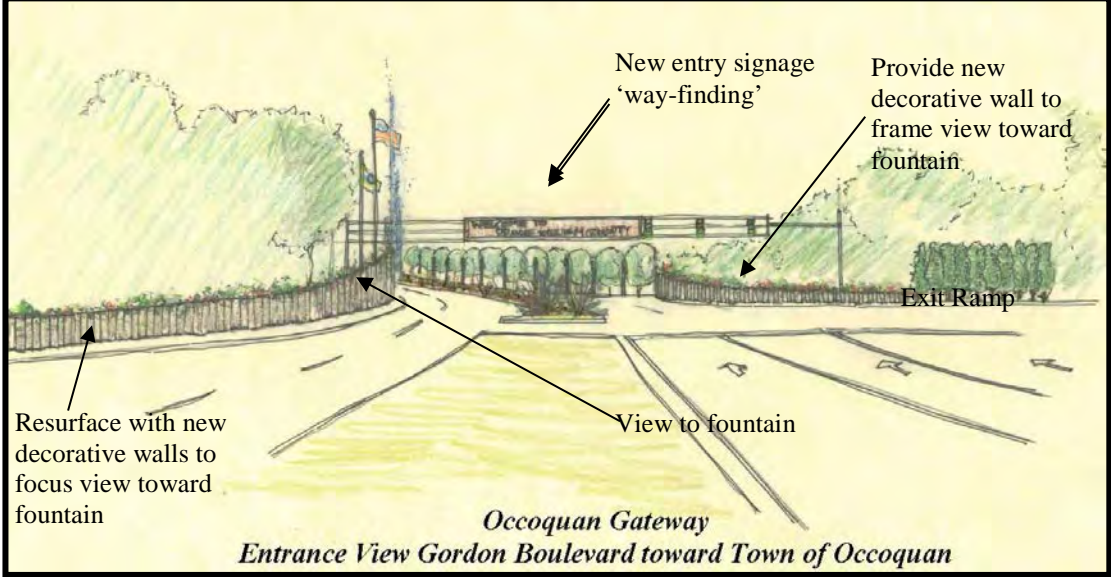
Gateway 4-3 - Prince William Parkway – Interstate 95 Aerial View Illustrating Improvements

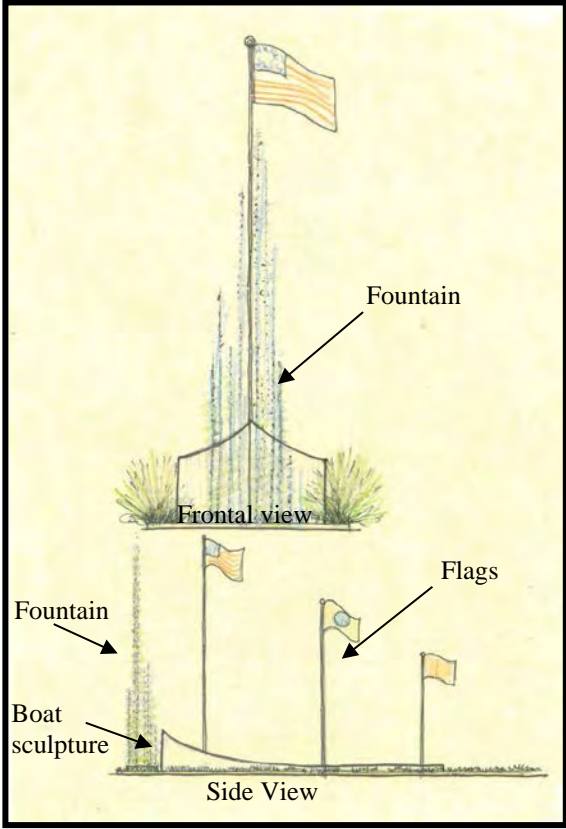


<p style="text-align: center;">Proposed</p> <p>GATEWAY 5-4: Occoquan River at Interstate 95 – Old Bridge Road</p>	<p style="text-align: center;">Comments</p>	<p style="text-align: center;">Type</p>	<p style="text-align: center;">New Location</p>
<p><i>Existing Conditions</i></p>			
	<p>This Gateway has been renumbered.</p>		
<p><i>Location Map</i></p>			
<p>This gateway is the smallest of all these investigated in the Comprehensive Plan Update, but it is also one of the most heavily traveled in the County. Upon exiting the off-ramp from I-95, two gas stations and a fast-food restaurant frame the view toward Old Bridge Road. The commuter parking lot located at the intersection of Gordon Boulevard and Old Bridge Road is not screened and contains no interior lot landscaping. The large surface parking area thus becomes a visual blight on the streetscape. With no formal streetscape plan for the roadway, no planted medians, and no real pedestrian access for commuters utilizing the public parking lot, Gordon Boulevard is not a boulevard in the traditional sense. The roadway does not contain any way-finding (directional) signage for visitors. Most importantly the one key design feature missing is that there is no physical or symbolic connection to the most prominent site feature of the gateway, the Occoquan River.</p>			

Proposed	Comments	Type	New Location
<div style="display: flex; justify-content: space-around;">   </div> <p data-bbox="102 681 665 711"><i>Gordon Boulevard, looking north from I-95 Bridge</i></p> <p data-bbox="711 681 1274 711"><i>Gordon Boulevard, looking north toward Town of Occoquan</i></p>			
<p><i>Vision</i></p>			
<p>Improvements to the Occoquan gateway would be designed to communicate the importance of the Occoquan River to the region and how it has and continues to impact local heritage and culture. The gateway would illustrate the rich maritime heritage of the area by figuratively incorporating a piece of the river into the streetscape.</p>			
<p><i>Implementation</i></p>			
<p>Streetscape is important in creating a traditional boulevard. Streetscape improvements would include new decorative light fixtures, sidewalks, and landscaping in medians and along the roadway. These elements should recall the streetscape features of the local area, including those of the Town of Occoquan. The light fixtures and the landscaping should convey a maritime design theme, in order to strengthen the relationship and proximity the corridor has to the Occoquan River.</p>			
<p>Equally important is the buffering of uses that contribute to a negative visual impact – the commuter parking area, automobile repair and fueling stations, outdoor mechanical equipment including telecommunications stations, and vehicle or boat storage yards. Buffers should completely screen these areas through the use of masonry walls, manicured hedgerows, or a combination thereof. The commuter parking lot on the corner of Old Bridge Road and Gordon Boulevard is an underutilized site; however, if the lot is to remain in place, in addition to screening the perimeter of the parking area, landscape islands and decorative light fixtures should be added to the interior of the lot in order to improve its appearance.</p>			
<p>The existing overhead traffic light structure located at the off-ramp can be used to hang new welcome and directory signage. As it stands today, the structure presents a blank face to the visitor traveling in an easterly direction and is therefore a missed opportunity for attractive, informative signage. The use of way-finding or directional signage is crucial to letting the visitor know where local attractions can be found and also the multitude of activities the County has to offer. Currently there is no directory or way-finding signage of any significance located at the entrance to the gateway.</p>			
<p>There is the need for a focal point for the gateway in order to draw the visitors' eye down the roadway, past the gas stations, fast-food restaurant, and the commuter lot. In order to focus the viewer's eye toward this new site feature, a new wall, opposite the existing retaining wall located on the northern side of the roadway, should be built. These walls can be surfaced with a material that again carries the maritime theme, such as wooden piers.</p>			

Proposed	Comments	Type	New Location
<p>Perhaps the grandest of the Occoquan gateway improvements, the focal point to be created at the intersection of Old Bridge and Gordon will make a lasting impression on the visitor. An ideal focal point would be a fountain, soaring high into the air, recalling the maritime heritage of the area and figuratively bringing a piece of the river up to the gateway. Decorative flags and seasonal landscaping would add to this unique feature. This feature can be created within the boundaries of the existing median. In addition to this focal point area, another point of interest can be created across from Old Bridge Road. The inclusion of a historic marker detailing the importance of the river to the early development of the community and its continuing importance would make for an interesting lookout area for those seeking a view down to the river. Way-finding (directional) signage in these areas should also be considered in order to help the visitor locate local attractions.</p>			
<div data-bbox="242 586 1432 1568" data-label="Image"> </div> <p data-bbox="478 1600 1156 1634"><i>Gateway 5-4: Occoquan Bird's Eye View of Entrance</i></p>	<p>Title has been edited due to renumbering of this gateway.</p>		
<p>Gateway Objectives & Strategies</p>			
<p>Occoquan Gateway</p>			

Proposed	Comments	Type	New Location
<p><i>Objective: To build upon the maritime theme developed from the Occoquan River in order to illustrate to visitors the rich heritage of the local area.</i></p>			
ACTION STRATEGIES:			
<p>GATE 5.1 GATE 4.1 Provide streetscape improvements that emulate a traditional “town” environment found in neighboring historic communities such as Occoquan. These improvements would include replacing the existing cobra head street lights with decorative street light fixtures, walkable sidewalks, and shade trees. Coordinate the new light fixtures with those already existing in the commuter parking area, including providing more decorative poles and fixtures for the existing lamps in the parking area. Consider driver safety along the roadway when choosing the new light fixtures. A planted median and seasonal plantings in existing medians should be added where possible in order to help to visually reduce the scale of the roadway, adding to a traditional boulevard or Main Street appearance.</p>			
<p>GATE 5.2 GATE 4.2 Provide additional buffers for uses and/or properties that contribute to negative visual impact including surface parking, automobile repair uses, automobile and/or boat storage yards, telecommunications equipment, outdoor mechanical equipment, etc. These buffers should completely screen the areas through the use of a manicured evergreen hedgerow, masonry wall such as brick, or a combination of durable fence material and evergreen plantings. Buffers that enhance the maritime theme while providing the necessary screening are preferred. Shade trees and landscape islands should be added to surface parking areas.</p>			
<p>GATE 5.3 GATE 4.3 Utilize the existing overhead signage/traffic light structure at the I-95 exit ramp to provide improved gateway signage welcoming visitors to the area and way-finding (directional) signage to the local attractions.</p>			
			
<p>GATE 5.4 GATE 4.4 Provide a focal point at the intersection of Gordon Boulevard and Old Bridge Road that will act to concentrate the view from the entrance of the gateway to the exit of the gateway. This focal point should illustrate the</p>			

Proposed	Comments	Type	New Location
<p>maritime theme of the local area and may include a fountain, abstract features of a boat, including sails, masts and flags as well as seasonal plantings. Sculpture can also be used to communicate the theme. The focal point should be grand enough to be able to draw the visitors' eyes from the entrance of the gateway down Gordon Boulevard to the local attractions.</p>			
			
<p><i>Gateway 5.4: Occoquan Fountain Detail</i></p>			
<p>GATE 5.5 GATE 4.5 Work with all applicable public agencies, as well as private entities, such as local neighborhood/business associations, to develop maintenance plans prior to implementation of the proposed improvements. Ensure that the necessary maintenance for all of the improvements is provided, including, but not limited to, seasonal landscaping where applicable, regular litter collection, street cleaning, and general landscaping and lighting maintenance. Work with private property owners to improve the maintenance of private properties in order to enhance the overall appearance of the gateway.</p>	<p>Clarification (Planning)</p>		
<p>GATE 5.6 GATE 4.6 Provide an attractive focal point and or historic marker at the termination of Old Bridge Road. This area may provide enough room for visitors to pull off the roadway in order to read the marker and to gain a view down to the Occoquan River.</p>			
<p>GATE 5.7 GATE 4.7 Provide improvements to the I-95 bridge in order to make it more attractive, including resurfacing the bridge walls, replacing the standard screening with a more decorative screen, and resurfacing the road with paving materials that would act to slow vehicles down as they enter the gateway.</p>			

Proposed	Comments	Type	New Location
<p>GATE 5.8 GATE 4.8 Provide a decorative wall surface on the existing retaining wall and add a new wall opposite the existing on the north side of Gordon Boulevard. This wall should act to focus views down to the focal point at the intersection of Gordon and Old Bridge and to provide the necessary screening from the rears of properties that face Gordon Boulevard. During design development investigate how to best graffiti-proof both walls including not only the materials to be used, but how landscaping and other defensive design techniques may be applied to deter defacing of the wall surface.</p>			
<p>GATE 5.9 GATE 4.9 Investigate the possibility of placing overhead utilities underground or relocating them to the rears of properties in order to eliminate visual clutter along the roadway.</p>			
<p>GATE 5.10 GATE 4.10 The County shall work with a local community and/or citizen association prior to the design development phase of the project in order to develop project details and to confirm a shared vision for the gateway.</p>			

Proposed	Comments	Type	New Location
<p>Gateway 54 - Occoquan River at Interstate 95 – Old Bridge Road Aerial View Illustrating Improvements</p>			

Proposed	Comments	Type	New Location
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