Parkway Employment Center Small Area Plan

Stakeholders Meeting

January 25, 2018

Infrastructure and Level of Service

- Refers to human-engineered infrastructure for water resources (such as water, wastewater treatment, pipelines, and reservoirs), power lines, fiber optic/cable connectivity, and public facilities such as schools, fire, and police.

Group #1 Findings:

- 216 multi-family units approved:
  - Sanitary sewer main built and accepted.
  - Maps need updating to show 8"-18" lines by Service Authority.
  - New signal to be constructed.
  - On-site grading plan.
  - "Texas Donut" style development.
- Topography is very tough, large scale grading is very difficult with 80' of vertical break.
- What are the proposed infrastructure plans in the north of the study area?
- Roads in the southern portion of the study area are strong/well developed.
- Road infrastructure is the next step, which will lead to water line extensions.
- Willingness to dedicate land for the extension of the Summit School Road?

Group #2 Findings:

- What is the role of industrial uses in the study area?
- Is a convention center feasible due to the location with military bases/federal offices in DC?
- Parking: possible infill development w/garage parking constructed at VDOT Park & Ride.
- High quality architecture, use in "view sheds" along Caton Hill Road.
- Cyber security is an option for the area.
- New schools could be built with an alternative design in the eastern part of the County since not much space is available for them.

Group #3 Findings:

- Aging utilities (50+ years) are in need of an upgrade.
- The high voltage power lines may be an opportunity for trails, but will need to coordinate with Dominion Energy regarding access.
- There is a desire of residents for a bike trail to connect to the Park & Ride lot.
- Power lines provide an opportunity for secure offices, redundancy for sensitive/secure developments.
- Preserve some park areas and green space. Opportunity for native flowers and low in height shrubs/bushes.
- There are extensive RPA areas, some areas are difficult/unable to build.
- Need for Great Oaks Drive to be extended in the DMV.
- There are seven commuter lots and an auxiliary lot; they do not function very well.
- Factor in an aging population for future plans.

Group #4 Findings:

- Opportunity for secure “black fiber” locations for cybersecurity/federal uses.
- There are some wells in the study area, why?
- Desire for high quality employment.
- Option to re-align a portion of overhead lines.
- There is a need for schools and libraries in this part of the County.

Transportation

Group #1 Findings:

Strengths:

- Minnieville Rd is a great resource.
- Transportation facilities meet the current demand.
- Could connect Summit School Rd and Telegraph Rd.

Weaknesses:

- Not very walkable or bikeable.

Opportunities:

- Increase the use of public transit, especially PRTC.
- Work/live can work for some people.
- Structured parking with commercial/retail spaces.
- It is a gateway.
- Conduct a ridership study/survey of commuters.
- Transportation Oriented Development for the existing commuter lots.

Threats:

- This area is a bedroom community, so not sure if work/live would work.
- Parking in the commuter lot requires enforcement.

Group #2 Findings:

Strengths:

- There are three major roads connecting/surrounding the study area.
- Planned road infrastructure including bike/pedestrian access to the commuter lot.

Weaknesses:

- Horner Rd commuter lot is not well designed.

Opportunities:

- Create more connectivity for pedestrians/cyclists trying to get to the commuter lot.
- Pedestrian and bicycle paths that connect nearby residential areas to the commuter lots (could use the RPA's to create trail connections straight to the commuter lots).
- Design Horner Rd commuter lot as a structured parking lot & reduce the parking footprint.
- VRE connection in the future?
- Telecommuting is growing.

Threats:

- Non-conforming use lots.
- Telegraph Rd and Minnieville Rd crossings are an issue, they are confusing.
- New proffer legislation leads to fewer transportation improvements for residential projects.

<u>Group #3 Findings:</u>

Weaknesses:

- Commuter lots keep expanding.
- Commuter lots are close to I-95, which can result in congestion.
- Not a strong culture for commuting by bus.

Opportunities:

- Trees along shared use paths.
- Commuter lots could go up with structured parking.
- Park & Ride satellite lots out west.
- Strengthen intra-county transit system
    - Increase number of bus stops and routes.
    - Park & Ride for local residents.
    - Consider access for disabled/elderly.
- Safer bike/pedestrian crossing/connection between commuter lots.

Threats:

- On street parking is problematic in the commuter lots due to lack of enforcement.
- The cost of public transportation can be higher than driving a private vehicle.

<u>Group #4 Findings:</u>

Strengths:

- Access to I-95 corridor
- Visibility from I-95.

Weaknesses:

- Buses have low ridership. Is this due to slugging?
- Topography is a challenge.
- There are environmental quality issues.

Opportunities:

- Extension of Great Oaks Drive to Caton Hill Rd. Should be added to the Comprehensive Plan.
- Consider buying ROW to ensure Summit School Rd connects to Telegraph Rd.
- Park & Ride facility is a great southern gateway to PWC.

Threats:

- Land values do not justify structured parking.
- Telegraph Rd is underutilized and puts pressure on Minnieville Rd.

Economic Development/Land Use

All Group Findings:

Strengths:

- Power lines provide redundant power.
- Access to I-95.
- Fiber optic location/density in or near the study area?
- Utilities are present and available for extension.
- Diverse workforce.
- Commuter lot access.
- Large, vacant parcels.
- Visibility from I-95.
- Access to I-95, Fort Belvoir, and Marine Corps Base Quantico.
- Sewer has been extended.
- Water is accessible.
- Public transit, buses.
- Cyber security opportunities.
- Good work force mix.

Weaknesses:

- Commuter lots are an inefficient use of space/land.
- I-95 can be a traffic bottleneck.
- The cost of extending Summit School Rd is likely expensive.
- Environmental resources limit some opportunities for development.
- Lack of existing infrastructure.
- Power lines create development constraints.
- Topography is a challenge.
- Many different land owner's makes property assemblage a challenge.
- Difficult existing land use patterns.
- Traffic congestion on I-95.
- Regional Employment Center mix does not work anymore.

Opportunities:

- Save land for job creation.

- Focus on high wage employment.
- Create an enterprise zone/hub zone.
- Building infrastructure could incentivize development.
- Tax exemptions, road bonds, public/private partnerships.
- Tax increment financing.
- Auxiliary land on I-95.
- Walkable mixed-use community that will attract office and young work force.
- Structured parking for existing and new developments.
- Junkyard is an opportunity for redevelopment.
- Residential could help with infrastructure.
- Create a viable infrastructure plan.
- Get rid of Telegraph Rd.
- Transportation needs to be improved.

Threats:

- Prime land is taken by commuter lots.
- Low demand for light industrial.
- New proffer legislation.
- If existing undesirable uses remain.

Cultural Resources/Green Infrastructure

<u>All Group Findings:</u>

Strengths:

- There are existing trees, natural spaces, and stream corridors.
- There are three cemetery sites.
- Specimen trees and the forest canopy.

Weaknesses:

- Power line corridors divide the study area.
- No safe bicycle/pedestrian access to the commuter lot.
- Noise from I-95 and Prince William Parkway.
- Steep topography; add steep slopes of 15-25% on the base maps.
- Development opportunities are challenged by many constraints, such as topography.
- Not much data on cultural resources/history.
- Not much public/open space wither passive or active in this part of the County.
- Lack of active recreation and sports fields.

Opportunities:

- May contain cultural resource sites, possible pre-contact archaeological sites.
- Employees like open space, can incorporate in the design of new developments.
- Check for an inventory of natural resources.
- Preserve open/park space, especially since there is demand in the eastern part of the County.
- Trails, both walking and biking along stream corridors.
- Active recreation.

- Recognize historical/archaeological resources.
- Ensure use of Best Management Practices for cultural resources.
- Power lines could have trail corridors to provide connectivity.
- Increase access to the Park & Ride facilities.
- Share stormwater management ponds/infrastructure within the study area.
- Use green infrastructure: streams, forest, existing SWM to contain run off.
- Buffer for sound along I-95.
- Improved walkability and pedestrian access.
- Structured parking to preserve open space.
- Employers may like to have a campus like atmosphere, taking advantage of open space.
- Fund a study for cultural resources identification, perhaps fund from the CIP.
- Build in resiliency to use existing natural resources for stormwater management.
- Demand for a passive use park.
- Connect natural features with trails.
- Look at maps with greater detail for environmental features.
- Consider the macro view of the region for level of service.
- Need a catalyst to move development forward.
- Connect the dots/coordinate between the various disciplines involved in the future of PEC. Connect in a comprehensive and practical way.
- Analyze what green space is accessible.
- Turn power line constraints into other functions, such as trails or a dog park.
- Provide a mix of uses and greater connectivity.
- Encourage a percentage of space be dedicated to open space/trails for projects in the study area.
- Stream mitigation projects/credits. PWC could initiate a study on feasibility/how to do this.

Threats:

- Parcels are broken up by environmental features such as streams and steep slopes.
- Some parcels are more constrained than others.
- Onsite stormwater management requirements versus regional.
- Flooding is a potential issue with new development, the study area watershed flows to Marumsco Creek.