

ROUTE 29 SMALL AREA PLAN

LAND USE

VISION AND THEMATIC PRINCIPLES

The vision for the Route 29 Small Area Plan will be implemented through a series of goals and action strategies that are introduced in the following paragraphs and woven throughout the Small Area Plan recommendations.

Small Area Plan Goals and Action Strategies

Figure 341 identifies the goals for each functional area of the Small Area Plan, providing thematic principles for achieving the Small Area Plan vision and guiding the Small Area Plan recommendations.

Within the following pages, these Goals are further elaborated upon and supported by specific Action Strategies. The Action Strategies are summarized in matrix form in the Implementation chapter of the Small Area Plan.

LAND USE PLAN

A goal of the future land use recommendations for the Route 29 Small Area Plan is to maintain a focus on the area's residential, retail, office, and cultural assets, while building upon and connecting each element to create a series of cohesive, pedestrian-friendly neighborhoods. The two new neighborhood districts are central to achieving this goal. In addition, a series of proposed open spaces enhance the area's environmental assets and provide a place to play and relax for residents, visitors, and employees in the area. Three new open spaces are proposed adjacent to Buckland Mills Elementary School, at the northeast intersection of Route 29 and Old Carolina Road, and flanking the north and south sides of Route 29 adjacent to the area's historic site.

Transect and Activity Density Framework

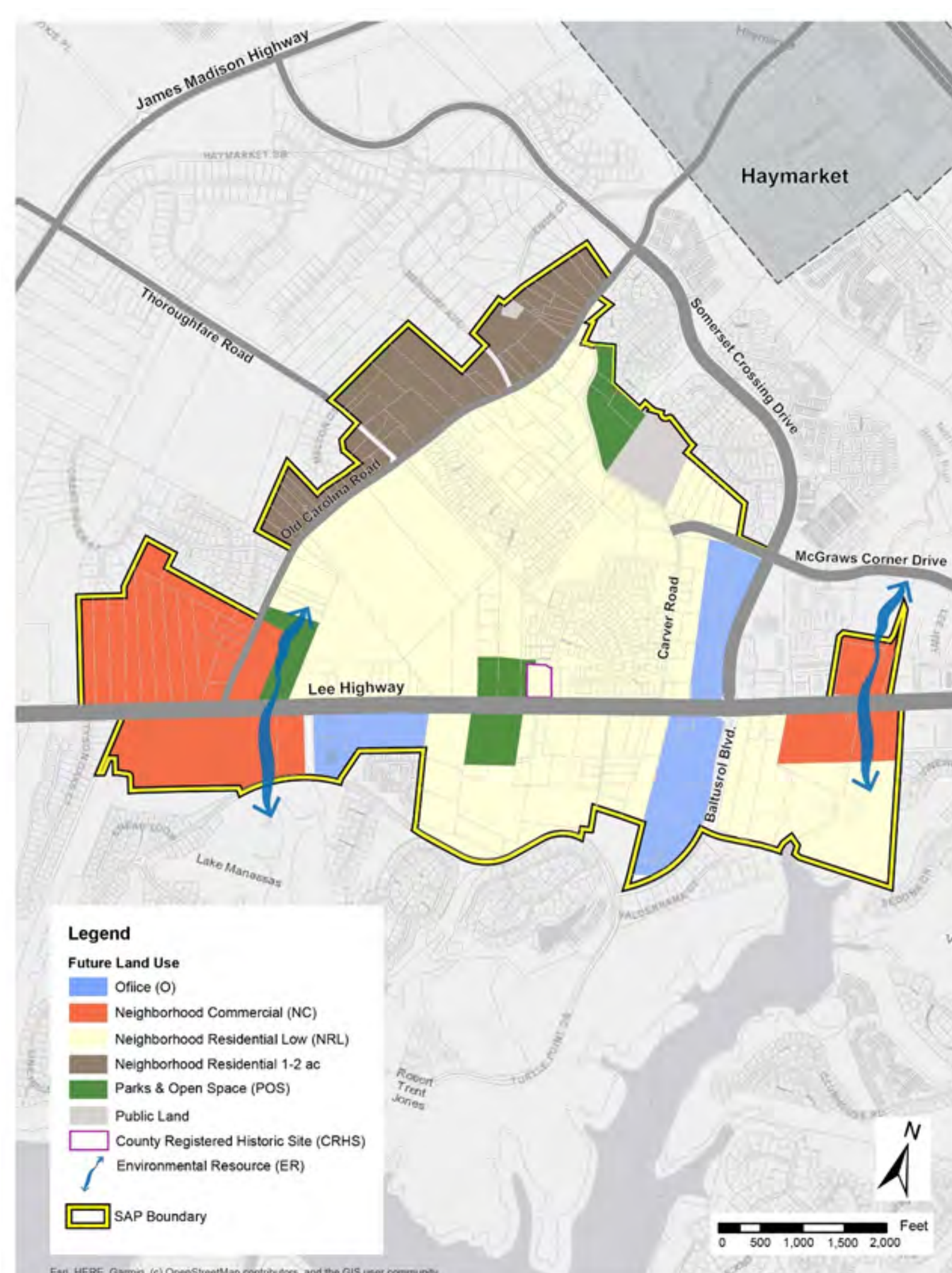
The framework of this plan uses the core concept of Transect Zones (or "T-Zones"). Transect Zones are a way to describe the range of natural and built environments from the countryside to the center of the city as a continuum of density and development typologies (See Figure 17). Each Transect Zone defines a consistent scale of density and intensity of development and the entire complement of streets, buildings, and open space that goes along with that level of intensity. This table of Transect Zone densities and typical characteristics was developed through an analysis of real Virginia places, ranging from large urban downtowns to rural village centers. Figure 18 shows the relationship between the Transect Zones and Activity Density. Activity Density is simply a way to combine the density of existing or future population and jobs in an area to allow them to be classified more simply. Activity Density for an area is the sum of people and jobs in the area divided by the acreage, yielding a total density of jobs plus people per acre. The Transect is a relatively common way of describing density and intensity of development in the urban planning profession. This Plan identifies specific Transect Zones for the Route 29 Small Area Plan and has been used to define building densities and disposition.

Figure 18 identifies the T-Zones for the planned land uses and densities in the Route 29 SAP area. A walkshed walking radius, which surrounds each Neighborhood use in the plan is used in the development of the transect to ensure the relationship between land use, density, and access to transit is considered.

The T-4 Transect Zone corresponds with the highest density use in the study area, which are the parcels designated as office use. The office uses generally intersect with commercial centers in the plan, allowing for connections between the T-4 and T-3 zones. The T-3 Transect Zone corresponds to the Neighborhood land use designations in the plan. This zone represents areas that are pedestrian-friendly and have a mixture of uses—focused on residential. The T-2 Transect Zone corresponds to the detached residential development in the remainder of the study area. These zones should be connected to the other zones to create a walkable neighborhood with multi-modal access.

Future Land Use Map

Figure 14 illustrates the proposed long-range land use classifications for the Route 29 Small Area Plan. New long-range land use designations are proposed to implement the vision and goal of the plan to create a sense of place with a neighborhood designation and to capitalize on the extensive environmental resources. The proposed land use designations align with the designated transects and provide a concept for future development in the study area.



VISION: The Route 29 planning area is a sustainable, pedestrian-friendly series of neighborhoods focused on connecting to existing retail, residential, and cultural amenities, while providing opportunities for future residential, office, retail, and mixed-use growth, and focused on protecting and celebrating the cultural and environmental assets of the area.



PLACETYPES: Create a community that capitalizes on the existing green space while building a vibrant arts and entertainment area, and vibrant, pedestrian-friendly neighborhoods to create a place for both residents and visitors to live, work, and play.



DESIGN: Create and implement high-quality design standards for pedestrian-scaled private and public development; integrate facility design and public safety programs to enhance safety and personal security.



MOBILITY: Create a multimodal network that connects to the community's mobility hubs and connect the area's neighborhoods with a robust pedestrian and bicycle network.



GREEN INFRASTRUCTURE: Ensure a robust and connected system of greenways, blueways, trails, open space and corridors that provide a benefit to the environment, community and local wildlife.



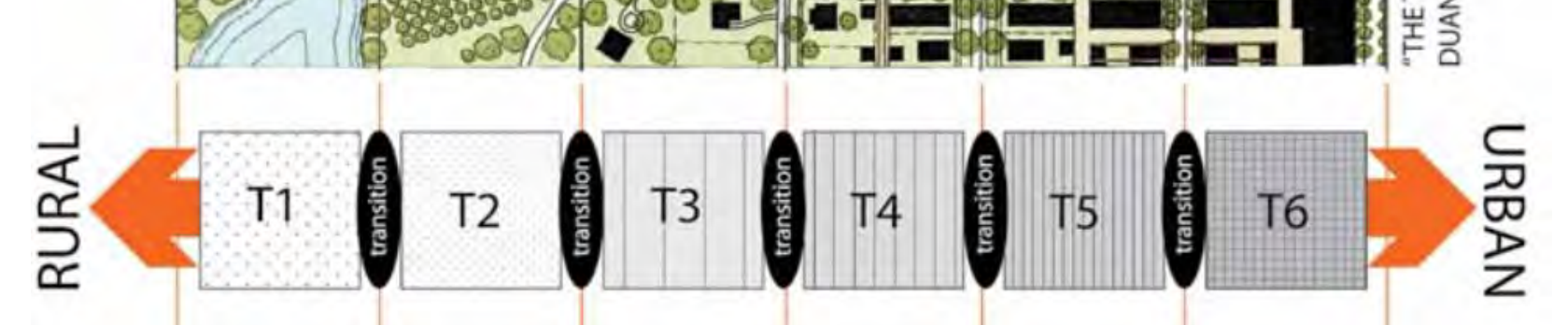
CULTURAL RESOURCES: Identify and protect Prince William County's significant historical, archaeological, architectural, and other cultural resources, including those significant to the County's minority communities, for the benefit of all the County's citizens and visitors.



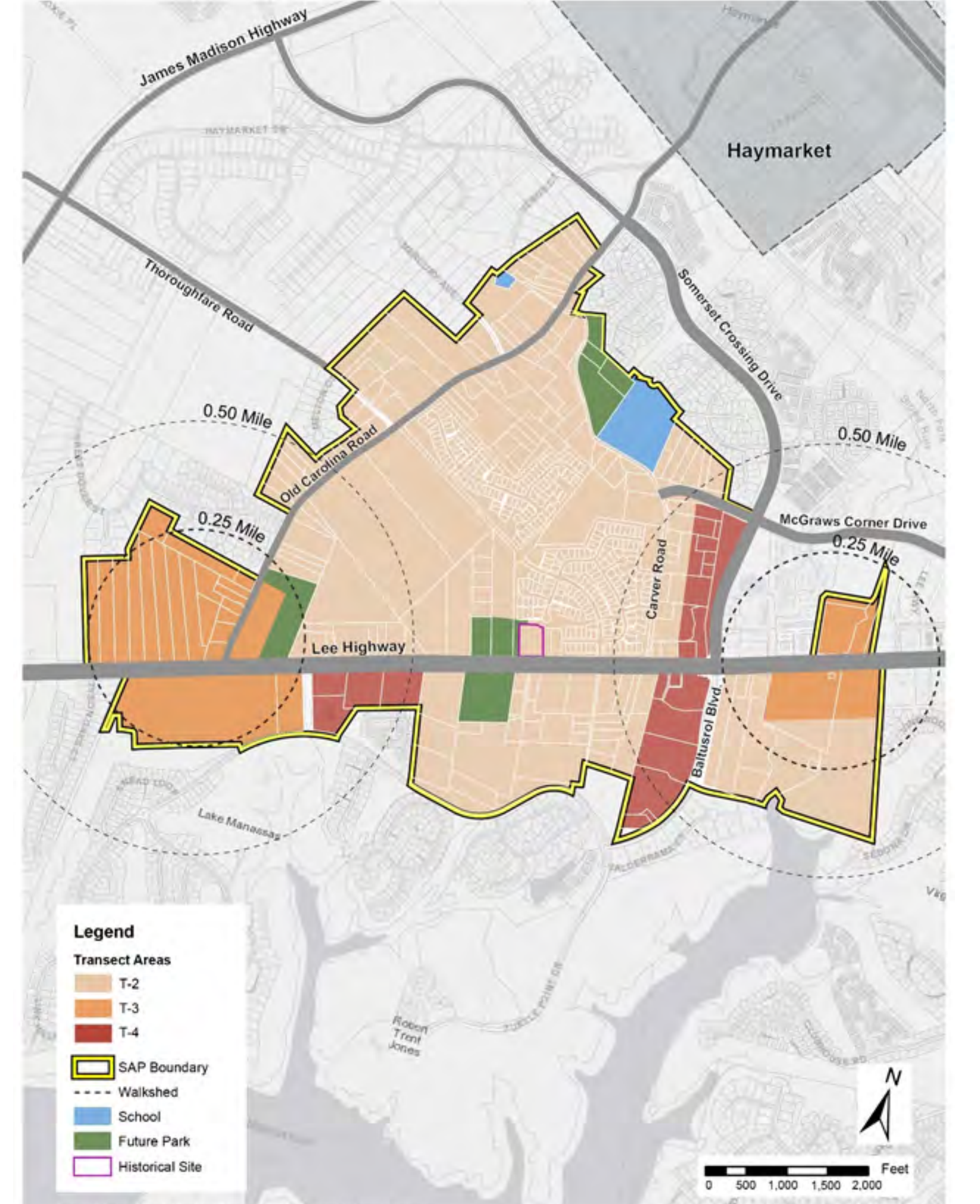
ECONOMIC DEVELOPMENT: Encourage economic development to attract and retain high quality businesses and services.



LEVEL OF SERVICE: Ensure an adequacy of public facilities including high-quality schools, fire stations, police facilities, libraries, and other government buildings.



TRANSECT ZONE INTENSITY			
Transect Zone	Activity Density (Jobs + people/acre)	Gross Development FAR (residential + non-residential)	Net Development FAR (residential + non-residential)
T-1	1 or less	0.01 or less	0.02 or less
T-2	1 to 10	0.01 to 0.15	0.02 to 0.23
T-3	10 to 25	0.15 to 0.37	0.23 to 0.57
T-4	25 to 60	0.37 to 0.9	0.57 to 1.38
T-5	60 to 100	0.9 to 1.49	1.38 to 2.3
T-6	100 or more	1.49 or more	2.3 or more



	Neighborhood	Office	Neighborhood Residential Low	Neighborhood Residential 1-2ac
USES	<ul style="list-style-type: none"> Retail & Service Commercial Neighborhood Residential Office Chick, Cultural, Community Historical Home 	<ul style="list-style-type: none"> Office Employment Commercial Hotel Retail & Service Commercial Chick, Cultural, Community Institutional 	<ul style="list-style-type: none"> Single Family Detached Accessory Residential Units 	<ul style="list-style-type: none"> Single Family Detached Accessory Residential Units
USE PATTERNS	Separate or Vertical Mixed Use	Separate or Vertical Mixed Use	Separate Uses	Separate Uses
Target Residential Density	0.1-0.25/ac	N/A	1-4/ac	0.25/ac
Target Non-Residential FAR	Up to 1.0	Up to 1.0	N/A	N/A
Target Land Use Mix	Residential: 50-75% Non-Residential: 20-40% Civic: 25%	Residential: 0% Non-Residential: 90% Civic: 25%	Residential: 100% Non-Residential: 0% Civic: 0%	Residential: 100% Non-Residential: 0% Civic: 0%
Target Building Height	Up to 4 stories for mixed use buildings only	Up to 5 stories	N/A	N/A
Minimum Open Space	20% of site	20% of site	10% of site	20% of site